THE EVENING TELEGRAPH.

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FIRST EDITION

THE WAR IN EUROPE.

The Battle of Saarlouis.

The Captured Fortress.

Its Situation and Importance.

Railroad Connections

The Latest Advices by Mail.

Austrian Sympathy for Prussia.

The French Peace Party.

The Origin of the War

The Contest a National One.

Etc., Etc., Etc., Etc., Etc.

SAARLOUIS.

The Captured Prussian Stronghold—Its Situation, Fortifications, and Strategetic Importance—The Important Railroad Connections of the Locality.

The valley of the Saar has become the first battle ground between the French and Prussians, as its peculiar location indicated would be the case at the outset. The Vosges Mountains, in which the river Saar takes its rise, run parallel with the Rhine, connecting with the Jura on the south and the Ardennes on the northwest, and forming a second Prussian barrier for the French frontier. Rising in the Vosges, the Saar, or the Sarre according to the French spelling, flows northwardly through the French departments of Meurthe and Moselle and a part of Rhenish Prussia, following the frontier closely in this part of its course, and joining the Moselle, a tributary of the Rhine, five miles southwest of Treves. The river has a length of 120 miles, for about 50 of which it is navigable. The river has given a name to several towns. Travelling south from Treves, we find Saarsburg, then Saarholzbach, then Saarlouis, Saarrbuck, and Saarbuliengen, all in Prussia; crossing the stream, we have Sarreguemines, Sarreable, Sarreunian, and Sarrehaney, in France.

Just below the head of navigation, at a distance of 40 miles S. S. E. of Treves, and only three miles from the French border, the Saar is crossed by a stone bridge at the small unfortified town called Saarbruck, the heights surrounding which were captured by the French on the 2d inst., after a feeble resistance by a small Prussian force. Through Saarbruck passes the railway from Metz, in France, to Mannheim, in Hesse-Darmstadt, running in a N. N. E. direction. A few miles north of the frontier a branch road, not yet complete through its whole distance, starts in a southeast direction along the boundary line towards Strasbourg. At Neukirchen, about 15 miles northeast of the border a road branches off from the main line, taking first a northerly and then an easterly direction, and connecting with the main line along the western bank of the Rhine at the boundary between Rhenish Prussia and Hesse-Darmstadt, some distance below Mayence. Up the two lines to Neuenkirchen, and over the single line west of Neuenkirchen, the Prussian army, or at least 300,000 men, must receive their supplies. It is fully 20 miles from Neuenkirchen to the boundary, on the south; but at Saarbruck the railroad is within reach of the guns planted on French territory.

But the most important railroad line, and the one for the possession of which the French are now fighting, starts at Saarbruck and runs along the east bank of the Saar in a N. N. E. direction to Treves, and thence in the same general direction through the cities of Luxemburg and Namur to Brussels, the capital of Belgium. Along the whole length of this road, it, like the Saar, runs almost parallel with the frontier and at but a short distance from it, rendering its possession and control of vital importance to both belligerents.

At a distance of ten miles W. N. W. of Saarbruck, and but five miles from the border, and thirty miles S. S. E. of Treves, is situated the town of Saarlouis, which, according to a cable elegram received this morning, has been captured by the French after a great battle. Saarlouis is situated on the western bank of the river Saar, and on the railroad from Saarbruck to Treves as well, and from its position not less than the care with which it has been fortified by the Prussians, is a place of great strategic importance. The railroad runs along the eastern bank of the stream, all the way from Treves to Saarbruck. The railroad station at Saarlouis is connected with the town by a fine stone bridge. The river is too deep to be forded by an advancing army. It is about as wide as the Rappahannock at Fredericksburg. The town of Saarlouis, which has a population of about four thousand five hundred, was founded by Louis XIV, and was strongly fortified by Vauban. It belonged to France until 1815, when it passed under Prussian control, and has since formed an important border stronghold of that power. In fact, it is the only well-advanced Prussian fortress for the defense of the Rhine immediately on the frontier. Saarlouis, as well as Saarbruck, is connected by excellent roads with Metz, Neves, Mayence, Mannheim, and Landau. These roads afford an excellent opportunity for the rapid movements of troops, but the fortifications, as proved by the capture of the place by the French are inadequate for the requirements of an advanced post to hold the enemy in check, while the army is being brought forward, or to serve as the base of operations against Metz, Thionville, Verdun, and Paris.

Saarlouis is surrounded by wide meadows, and two-thirds encircled by the river, which at that point is a sluggish stream. The fortifications were constructed by Vauban, and consist of ramparts, bastions, lunettes, fosses, and ditches. Last year it was proposed to build several single forts in the most important passes of the locality, but it would appear that but little progress had been made. The ditches which form part of the fortifications are connected with the river by a canal, and the garrison, by opening the sluices, may fill them with water on short notice. Prussian engineers have strengthened the old works and adapted them to the requirements of modern military warlike science.

The town, as already stated, is located on the western bank of the Saar, and it is fully a mile across the meadows to the hills that bound the valley on the west. The character of the soil, it is said, is such that the place cannot be taken by regular siege operations. But we must await the full details on the battle before a correct opinion of this point can be formed. The Prussian line of defenses being along the eastern bank of the stream, the difficulties encountered by the French in getting at them are thereby greatly increased, as an attack in the rear would render it necessary for them to cross the stream. This, however, they could have done by means of the stone bridge at Saarbruck, which fell into their hands on the 2d instant.

If the result of the last encounter is to be the driving of the Prussians from Saarlouis, they can, and probably will, fall back on Treves, on the Moselle, near the mouth of the Saar, and make that place an objective point for future operations. A despatch states, indeed, that they have already made this place their headquarters, and previous to the battle their right wing extended to this city. Being near Luxembourg, which is neutral territory, they can receive no supplies from the west, but must obtain all their supplies from the Rhine, and as the capture of Saarlouis by the French cuts off the only railroad communication with the south and east, these supplies will have to be received by steamers up the Moselle, from Coblentz, 57 miles to the northeast.

WAR NEWS BY MAIL.

THE LATEST ADVICES.

We continue this afternoon our extracts from the latest foreign files concerning the progress of the European war up to the time of the departure of the last steamer that has arrived in this country.

GERMANY.

The Popular Feeling in Austria Favorable to Prussia.

The impression prevails that Austria has not forgotten Sadowa, and sympathizes with the French in the present war. This belief has grown out of the statement telegraphed on the authority of the *Eastern Budget*, Count Beust's English organ, to the following effect:—

"In regard to what has been said of possible sympathies in Austria with Germany, there is no trace of them—not even in the German provinces, where the recollection of the events of 1866 is still fresh. As to the Poles in Austria, they would have no difficulty in choosing between Prussia and France; and even the Czechs, as appears from the famous memorandum of their leader, Dr. Rieger, are quite determined not to lend themselves to any Prusso-Russian designs against the French nation."

There are not less trustworthy indications that the popular feeling in Austria is with the German people. The Vienna correspondent of the London *Times*, on July 14, says:—

If any one could still have doubted that all feelings of revenge and animosity against Prussia have completely disappeared in Austria, he has only to follow the manifestations which have been exhibited since the differences between France and Prussia have arisen.

But two days later he has occasion to write in still stronger terms, as follows:—

Even if there be people here who would not be distressed to see Prussia in a stress, the general feeling of the country in favor of the strictest non-intervention is so strong that no Government, were it ever so powerful, could brave it without exposing itself to destruction. You may be sure of one thing in the mean time, that as long as the struggle is confined to France and Germany, Austria will not buy one horse or call in one man.

As for popular feeling here, it begins more and more to lean towards Germany. If there was in the beginning some ill-humor against Prussia for furnishing a pretext for the disturbance of peace and our loss of all the advantages which were in store for us by the chances of considerable exports, it has completely vanished, and Vienna feels as German at this moment as any town on the Spree or on the Rhine. Hastily did all those calculate who expected that this people would harbor a feeling of revenge for the humiliation in 1866; and one of the leading papers well expresses the feeling when it says:—"They have excluded us from the German Empire, but they never will exclude us from the German people."

Prussia Weakened by the Alliance of South Germany.

The following, from the *Times'* Vienna correspondent, is an interesting view of the influence upon the war of Southern Germany:—

A look at the map is sufficient to convince any one how much worse, strategically, the position of Prussia becomes by the participation of South Germany in the struggle. Instead of a comparatively short line of fifty miles from Sierk to Saargemund, connected by a network of railways with the heart of the Prussian monarchy, Prussia, by the participation of the Southern German States, has an open line of some two hundred miles in length, which runs in an outer angle to the Rhine at Lauterburg, making thereby all attempts to defend the line of the Rhine illusory, and leaving Prussia to divide her forces on the northern and southern theatre of war. Such division has the additional disadvantage that the two lines of operations are only imperfectly connected by diagonal lines of railways. As any blow in the north while invasion is threatened by a descent from Denmark might paralyze the vital forces of Prussia, she must always direct her chief attention to that point, and will scarcely be able to do much for the defense of the southern line, which is thus left more or less to take care of itself. If forced, in the first instance, by a French army, not only the military preparations of the Southern States would be cut short, but the Southern Prussian army would be in the flank of the Prussian army in the North.

It was no doubt these military considerations which induced the French not only to lay no value on the neutrality of the Southern German States, but, on the contrary, to force them into action by the categorical demand to decide at once what position they would take. The decision became so much the more easy for them, as after the turn which the complication has taken since the withdrawal of Prince Leopold, and after the incident at Ems, there could be little doubt of France being decided to undo more or less the work done in 1866. As it was certain that sooner or later the Southern States must be drawn into it, the military interests of France certainly made it desirable that this should be done at once, and not after they have had time to prepare better.

The Iron Cross.

A Berlin correspondent writes:—

This decoration, instituted in the "liberty wars" of 1813–15, yet worn by many of the veteran soldiers, symbolic of that determined bravery which led to the conquest of the Gallic invader, and which is so much honored and prized to this day that the wearer is always specially saluted by the military and civilians—this iron cross is now reinstated by a royal order, "in view of the serious crisis impending, and in grateful remembrance of the heroic deeds of our forefathers in the wars of liberty." This effectual appeal to the glorious reminiscences of the past will not fail in its most stirring and invigorating effect upon the present generation.

German War Items.

A number of young Germans at Bradford, England, were entertained by the members of the Schiller Verein, and departed from the town for the war amid a most enthusiastic manifestation of sympathy and goodwill. They were escorted through the streets by a considerable number of their countrymen, who all wore laurel leaves in their hats and bouquets in their coats, and who had two flags of North Germany in their midst. The crowd that gathered at the Lancashire and Yorkshire Station was immense, and the cheering was very enthusiastic.

Article V of the Treaty of Prague, now so frequently referred to, says:—"His Majesty the Emperor of Austria transfers to the King of Prussia all the rights acquired by the peace of Vienna, October 30, 1864, over the Duchies of Holstein and Schleswig, with the reservation that the populations of the northern districts of Schleswig shall, if they express by free voting a desire to belong to Denmark, be ceded to that State." Count Bismarck and M. de Beust have both declared that this article was due to the intervention of Napoleon III.

A Berlin letter in the Paris *Temps* says:—"France prepares for herself a most grievous disappointment if she expects to find in Germany one-tenth of the support that her officials promise. The day the French army crosses the frontier it will find only enemies. Such is the naked truth."

The *North German Correspondent*, July 13, says:—"If bounds are not set to the arrogant pretensions of France, neither Germany nor any other neighbor of the French will ever be secure from the dictatorial interference of that Government in its affairs."

FRANCE.

The Peasants of France for Peace.

It is the peasants who form the peace party in France, as their demonstrations clearly show. "A French Correspondent," writing to the London *Times*, intimates that "the peace lovers in France are more numerous than at first sight appears." "A Parisian" writes to the *Pall Mall Gazette* (July 20) that "there is a party, whose voice cannot make itself heard now, composed of steadfast and determined Liberals, who are deserving of sympathy, and, I might add, of pity. They are the helpless witnesses and the unwilling abettors of a national sin. Our peasants are landowners and land-workers; they are held down to the soil they love, and are debarred from heroic flights by their wooden shoes and still more heavy minds. They know nothing of the Rhine, nor have they the least notion of what may be the difference between the left or right bank of any river. They have heard of the Prussians, because their fathers have told them that half a century ago Prussians entered France and laid waste fields and farms on their passage. They consider that a very good reason for driving out the Prussians if they invaded France once more, but also a still better reason for not provoking them."

Why France Went to War—An English Opinion.

The *Pall Mall Gazette* of London, in the course of an able article on the origin of the war, says:—

France has gone to war rather from fear than from ambition, rather from a belief that it is essential to her very existence to check the growth of Prussia than from any conscious desire to extend her own limits. She has seen Prussia suddenly assume a position in Europe at least equal to her own. That chaotic Germany which excited no fears, planned no surprises, pursued no policy, has become organized, and organized under influences which must inevitably lead it to aim at becoming still greater. The old Confederation was obviously a mask for weakness, not a source of power. The interests of its members were so conflicting that such strength as each possessed only served to neutralize the strength of its neighbor. Now the whole of Germany, north of the Main, is an instrument in the hands of a single State, and all beyond that boundary threatens to follow the same irresistible law. It is not against Prussia merely that France has armed herself. If Austria had been the uniting force in Germany, Austria might have come in for the same hostility. It is true that the ambition manifested of late by Prussia has been of a peculiarly irritating and aggressive kind, and the fact that it has been gratified at the cost of overriding a good many native wishes to arrive at German unity by a pleasanter road has enabled Frenchmen to persuade themselves, or to fancy they have persuaded themselves, that it is the violence and the greed of Prussia that most excites their enmity. It is pretty clear, however, that it is the end which is being brought about, not the means employed to bring about, that really governs the action of France. If Germany had become one amid the bleating of lambs instead of the roar of cannon, it would still have been a change of sad and evil omen in the eyes of a true Frenchman. He thinks, or more accurately he feels, that he cannot breathe freely in this new atmosphere. He cannot persuade himself that there can be room enough in Europe for France and Germany, supposing Germany to become a great and consolidated empire.

French War Items.

Chassepot rifles to the number of 50,000 were made for the French Government, by a London house, in the early part of the present year.

In France, 62 out of the 80 principal seaports are connected by railroad with Paris, viz.:—Twenty-one ports on the Channel, 25 on the Atlantic, and 16 on the Mediterranean. Out of 104 fortified places, 83 are in railroad communication, and of the 181 military depots, 167 are similarly connected.

Every French soldier carries a piece of canvas about five feet long by four broad, and a stick; when two of these pieces of canvas are joined together they form a shelter; when six are built up they constitute a tent closed at both ends. The French soldier is thus for his house accommodation independent of baggage animals.

The French papers are very courteous to Denmark. One says:—"One evening the news of Waterloo arrived in Copenhagen. During the general excitement it caused the Danish marines smashed the illuminations at the Russian and English embassies; on the morrow Denmark lost Sweden. It is a noble and generous nation. It stands before Russia, England, Austria, and Prussia like an infant hero fighting with a Hercules."

The Duke de Mortemar writes as follows to the French Minister of War:—"Monsieur le Ministre:—I still use the spurs I wore in the 1st Dragoons at the battle of Jena, but I could no longer support bivouacs. Nevertheless, were the events of the war against Prussia to require it, I could still set an example of defense upon a rampart. Meanwhile, if the Government thinks of opening a subscription for a patriotic gift, I bind myself immediately to pay in 100,000 francs."

Colonel Fervel, in a recent number of the *Spectateur Militaire*, publishes an article on the military geography of the northeast frontier of France. He considers his countrymen, including those in the military service, very ignorant on such subjects, and cites, in evidence of the notoriety of the fact, the ironical German saying, "He knows geography like a Frenchman," and Goethe's celebrated reply to Napoleon at Erfurt (of which the humor has not, we fancy, been thoroughly seized by the French military writer):—"The French, sire, seem to me to be distinguished not only by bravery on the field of battle, but also by a complete ignorance of geography." They are men, that is, who will rush in any direction, but do not always know where they are going.

SECOND EDITION

LATEST BY TELEGRAPH.

CABLE WAR NEWS.

A GREAT BATTLE!

A French Victory!

CAPTURE OF SAARLOUIS!

Storming of Weissenburg!

Gen. Douay Killed

Execution of John Real.

Hanging not "Played Out."

Financial and Commercial

Etc., Etc., Etc., Etc., Etc.

FROM EUROPE.

Capture of Saarlouis by the French.

LONDON, Aug. 5.—An unofficial report announces the capture of Saarlouis by the French troops, after a great battle.

French Report of the Capture of Saarlouis.

PARIS, Aug. 5—12·15 A. M.—It is reported, but unofficially, that the French have taken Saarlouis after a great battle. There is much excitement, and the details are anxiously awaited.

Saarbruck Station Shelled.

NIENKIRCH, near TREVES, Aug. 5.—The French on Tuesday shelled Saarbruck Station. The engines, cars, etc., were saved.

Details of the Saarbruck Affair.

LONDON, Aug. 5.—A correspondent, who is endorsed by the London *Times* as trustworthy and neutral, gives the following interesting details of the battle of Saarbruck. The French made some prisoners but captured no cannon. They lost forty killed and sixty wounded. The French force in battle was estimated at 30,000 men, and the Prussians at only 6000. The artillery won the fight. There was but little infantry and no cavalry engaged. It was the 59th Prussian Regiment, and not the 50th, as before reported, which was engaged in this battle. Three companies of the 40th held their ground against the French until the latter's force had fully developed its strength. The small force of Prussians then retired.

Celebrating the Saarbruck Victory.

PARIS, Aug. 5.—At the camp at Chalons, last evening, the Garde Mobile had a grand illumination in honor of the capture of Saarbruck. There had been previously some slight insubordination among the Garde, but the favorable news ended that at once.

Particulars of the Storming of Weissenburg.

BERLIN, Aug. 5.—The following despatch has been received here from Neiderotterbach, a small village on Lauter river, near Weissenburg, dated 6 o'clock on Thursday evening:—

"We have won a bloody but brilliant victory. The left wing was the attacking body, and consisted of the 5th and 11th Prussian Corps, with the 2d Bavarian. This force carried by assault, under the eyes of the Prince Royal, the fortress of Weissenburg and the heights between Weissenburg and Geisburg.

"General Douay's division of Marshal McMahon's French corps was splendidly defeated, being driven from its camp. General Douay was himself killed, five hundred prisoners were taken, none of them wounded. Many of the Turcos are among the captured. The Prussian General Kirchbach was slightly wounded. The Royal Grenadiers and 5th Regiment of the line suffered heavy losses."

[Weissenburg is situated on the Lauter river, which at that point forms the boundary between France and Rhenish Bavaria, or the Palatinate. The Neustadt, Landau, and Weissenburg Railroad passes through the town and connects with the road to Strasbourg. Lauterbourg is also situated on the Lauter, but nearer its confluence with the Rhine by twelve miles. There is no railroad laid down on the maps as running between Strasbourg and Lauterbourg. The town is within two miles of the Rhine. Weissenburg was reported as captured by the French on the 2d inst.—ED.]

The Victory of the Crown Prince.

LONDON, Aug. 5.—The victory of the Prussian Crown Prince in capturing Weissenburg and Geishill was brilliant but bloody. The French were repulsed and dispersed, leaving behind them their General (Douay) killed, and 500 prisoners, including many Turcos.

The Prussians captured one cannon. The Prussian commander Kirchbach was slightly wounded.

The Prussian Headquarters.

LONDON, Aug. 5.—The Prussian headquarters are at Treves.

A Cavalry Skirmish.

It is said that a cavalry skirmish occurred near Lauterburg yesterday, in which 25 French defeated 150 Prussians.

This Morning's Quotations.

LONDON, Aug. 5—11·30 A. M.—Consols open at 88⅝ for money and 88⅞ for account. American securities quiet. United States 5-20s of 1862, 83; of 1865, old, 82⅝; of 1867, 82; 10-40s, 80. Stocks dull. Erie, 14⅜; Illinois Central, 101; Atlantic and Great Western, 19.

LIVERPOOL, Aug. 5—11·30 A. M.—Cotton opens steady. Middling uplands, 7⅝d.; middling Orleans, 8⅛d. Estimated sales 10,000 bales. Sales of the week have been 56,000 bales, of which 8000 were taken for export and 7000 for speculation. Stock, 568,000 bales, 287,000 of which are American. Receipts of the week 31,000 bales, of which 18,000 are American.

LONDON, Aug. 5—11·30 A. M.—Tallow dull at 46s. Common Rosin dull.

ANTWERP, Aug. 5.—Petroleum, 42½@43 francs for standard white.

BREMEN, Aug. 5.—Petroleum closed heavy yesterday.

HAMBURG, Aug. 5.—Petroleum opened quiet and steady yesterday at 14 marcs banco.

FROM NEW YORK.

The Execution of John Real for the Murder of Police Officer Smedick.

NEW YORK, Aug. 5.

The Last Religious Rites.

Real retired at half-past ten last night, and after a sound sleep woke this morning soon after five o'clock and prepared for mass. The rite was administered by Father Rankin. He was shaved by Thomas Sheridan, Real's fellow prisoner, also awaiting execution.

The Prisoner's Composure.

During the ceremony as well as during the remaining hours of life Real maintained the same calm and composed demeanor and apparent resignation to his fate which have characterized the whole term of his imprisonment. This morning, however, he was unusually reticent and was little disposed to converse either with the officers or his spiritual advisers.

The Procession to the Gallows.

Shortly after the prison clock struck 9, Real came from his cell and out of prison into the open court, and walked to the gallows, erected in its usual place in front of the south wing of the female prison. He was pinioned, and in his clasped hands carried a crucifix, on which he kept his eyes intently fixed while constantly engaged in prayer. He was neatly dressed in light pants, dark frock coat, and polished gaiters, but wore neither collar nor cravat. His appearance indicated health, and his presence of mind and fortitude sustained him so that he walked steadily and without apparent emotion or fear to the gallows. Two priests attended him, repeating passages of scripture and words of last consolation, while a strong force of Deputy Sheriffs closed in the rear of the procession.

Scenes at the Scaffold.

Real kneeled on the floor of the gallows, the priests beside him, and during the few moments in this posture the noose was adjusted about his neck and the knot properly arranged. The priests then rose and Sheriff Stevens gave the signal to the executioner.

The Final Act.

The body of Real rose instantly, and with a lurch, four feet into the air, where it remained suspended. A slight convulsive movement of the limbs followed, but no other motion, death having resulted almost instantaneously. After hanging a few moments the body was lowered and the black cap which Real had worn from prison, but which through some oversight had not been properly placed, was drawn down over his face.

Life Pronounced Extinct.

Dr. Ghive soon pronounced life extinct, and, after the lapse of the usual time, the body was cut down, removed and given to his relations.

Perfect Order Preserved.

No demonstration of any kind was made at the execution, which was conducted in almost perfect silence, and witnessed by but few except Real's former friends and the city officials. A large force of policemen, under Captain Kennedy, was on duty without and within the prison, and the tops of the houses, and all available outside points of view were also carefully cleared of spectators. Superintendent Kennedy and many of the city authorities were in attendance and witnessed the spectacle. Sheriff O'Brien was also said to be in the Tombs, but did not see the execution.

Notwithstanding the police precautions, and the impossibility of gaining sight or admission within the prison walls, the adjacent streets outside were filled with thousands of people, who remained until all was over.

Testimonial to the Postmaster-General.

NEW YORK, Aug. 5.—A paper is being signed by some of our leading citizens expressing approval of the efforts of the Postmaster-General to eradicate the abuses of our postal system, and to introduce reform and improvements. When signed it is to be sent to other cities for more signatures.

FROM THE SOUTH.

NASHVILLE, Aug. 5.

The American Dental Association

closed its session last night and adjourned to meet at Atlanta, Ga., next August. W. H. Morgan, of Nashville, was elected President; J. A. Salmon, of Massachusetts, Corresponding Secretary; and W. H. Goddard, of Louisville, Treasurer. The session, which was very harmonious, lasted three days.

Nashville Election.

The election yesterday passed off quietly. The conservative ticket for the Supreme Bench is undoubtedly elected. The interest was concentrated in the choice of Chancellor, for which there were three candidates. The result is not yet known. Knox county gives a radical majority.

Alleged Murderer Discharged.

LOUISVILLE, Aug. 5.—W. A. Sandeck, who shot J. W. Breen on Wednesday night, was examined yesterday and discharged, the evidence showing that he acted in self-defense. Breen is not expected to live.

FROM THE PACIFIC COAST.

Specie Shipments.

SAN FRANCISCO, Aug. 3.—The steamship Montana sailed to-day for Panama with 200 passengers and $14,000 in treasure. The total shipments of treasure since the 1st of January, including that by the steamer Montana to-day, were $21,475,000, of which $7,461,000 went by railroad to New York.

Magnificent Present.

G. L. H. Piche, of this city, has decided to present to the University of California his private collection of minerals, valued at $60,000.

Obituary.

Dr. C. W. P. Ree, a pioneer and prominent citizen, died to-day.

FROM THE WEST.

The Silver Spray Disaster—Recovery of the Captain's Body.

MEMPHIS, Aug. 5.—Another body, which is supposed to be that of Captain Jourdan, of the steamer Silver Spray, has been found near the scene of the disaster to that steamer.

Memphis Judicial Election.

The judicial election yesterday, as far as heard from, passed off quietly. The result is doubtful. Both parties claim the election.

A "Difficulty" Indeed.

A difficulty occurred on Main street yesterday between General W. J. Smith and Judge John W. Smith, during which the former, who is a member of Congress from this district, had his left ear bitten off. Both were arrested.

Fenian Relief Movement.

ST. LOUIS, Aug. 5.—Quite a large meeting of Irishmen was held here last night, at which a resolution was passed to petition President Grant, on his arrival here, to pardon General O'Neil and the other Fenians now in prison for violating the neutrality laws.

FROM CAPE MAY.

Drowned while Bathing.

Special Despatch to The Evening Telegraph.

CAPE ISLAND, Aug. 5.—Mr. Higgins, of St. George's, Delaware, was drowned in about three feet of water this morning while bathing. He is supposed to have been attacked with heart disease.

New York Stock and Money Market.

NEW YORK, Aug. 5.—Stocks strong. Money 3@4 per cent. Gold, 121⅛. 5-20s, 1862, coupon, 111; do. 1864, do., 110½; do. 1865, do., 110⅜; do. 1865, new, 109¾; do. 1867, 109⅜; do. 1868, 109⅜; 10-40s, 107⅛. Virginia sixes, new, 68; Missouri sixes, 90¼; Canton Co., 61½; Cumberland preferred, 30; New York Central and Hudson River, 92½; Erie, 20½; Reading, 94¾; Adams Express, 67; Michigan Central, 118; Michigan Southern, 90; Illinois Central, 131; Cleveland and Pittsburg, 105½; Chicago and Rock Island, 113⅜; Pittsburg and Fort Wayne, 99½; Western Union Telegraph, 34½.

FINANCE AND COMMERCE.

EVENING TELEGRAPH OFFICE,
Friday, Aug. 5, 1870.

There is a close working of the loan market again to-day, though there was only a moderate demand for money, and that chiefly for speculative purposes. In this respect there is a marked contrast between our market and that of New York, the latter having recovered its accustomed ease with an abundance of loanable capital capital accessible to all on good security. The rates there are fully 1 per cent. lower than here for all classess of loans. There is a fair supply at the banks, but apparently little surplus, judging by the conservative course they are now pursuing.

Gold opened at 121⅝ and fluctuated up to noon between ¼ and ⅜.

Government bonds are active and a fraction higher.

Stocks were fairly active and steady. In City sixes there were sales of the new at 101⅛@¼—an advance.

Reading Railroad continues dull but stronger. Small sales at 47·69. Pennsylvania was also firm, with sales at 47¾@48. Camden and Amboy sold at 114½; Philadelphia and Erie at 26¾@27; Lehigh Valley at 57⅝, and Minehill at 50½.

In Canal shares there were sales of Lehigh at 34. 17 was bid for Schuylkill preferred.

In Bank stocks there were sales of Girard at 60 and Farmers' and Mechanics' at 121.

Passenger Railways were quiet, the only sales being in Chesnut and Walnut at 45.

PHILADELPHIA STOCK EXCHANGE SALES.
Reported by De Haven & Bro., No. 40 S. Third street.

FIRST BOARD.

$600 City 6s, New	101¼	31 sh Cam & Am R	114⅜
$5400 do ...is.	101½	12 do ...is.	114⅜
$5000 do ...is.	101¼	49 sh Cent Trans..	51⅜
$1000 Pa 1 st 6s....	102	200 sh Phil & E R..	26¾
$2000 Leh gold L...c.	88½	200 do ...b60.	27
13 sh Girard Bk...	60	17 sh Leh V R...is.	57⅛
1 sh Penna R.....	57½	60 sh Leh Nav.....	32
163 do ...is.	57⅜	36 sh Ch & Wal....	45

MESSRS. DE HAVEN & BROTHER, No. 40 S. Third street, Philadelphia, report the following quotations:—U. S. 6s of 1881, 113¼@113⅜; do. 1862, 110¾@111⅛; do. 1864, 110⅛@110⅜; do. 1865, 110⅜@110¾; do. 1865, new, 109⅜@109½; do. 1867, do. 109⅛@109⅜; do. 1868, do. 109⅜@109⅝; 10-40s, 107⅛@107⅜; U. S. 30 Year 6 per cent. Currency, 110⅞@111⅛; Due Comp. Int. Notes, 19; Gold, 121⅛@121⅜; Silver, 112@115; Union Pacific Railroad 1st Mort. Bonds, 815@825; Central Pacific Railroad, 855@870; Union Pacific Land Grant Bonds, 740@770.

NARR & LADNER, Brokers, report this morning Gold quotations as follows:—

10·00 A. M.	121¼	10·38 A. M.	121⅜
10·10 "	121¼	10·43 "	121⅜
10·12 "	121⅜	10·55 "	121⅜
10·12 "	121⅜	11 20 "	121⅜
10·25 "	121⅜	11·45 "	121⅜

Philadelphia Trade Report.

FRIDAY, Aug. 5.—Bark is quiet at $30 per ton for No. 1 Quercitron. We quote Chesnut at $13@15 per cord.

Seeds—Cloverseed is dull at $9·25@9·50. Timothy comes in freely and sells at $5. Flaxseed is in demand by the crushers at $2·25.

The Flour market is without special change. There is very little demand except from the home consumers, the bulk of whose purchases consists of the better grades of extra families, which are in small supply. Sales of 600@700 barrels, including superfine at $5·50@5·75; extras at $6@6·25; Iowa, Wisconsin, and Minnesota extra family at $6·75@7·25; Pennsylvania do. do. at $7@7·50; Indiana and Ohio do. do. at $6 75@7·50; and fancy brands at $8@8·50, as in quality. Rye Flour may be quoted at $6 12½@6·25. Nothing doing in Corn Meal.

The Wheat market is less active, and the receipts are largely in excess of the demand. Sales of 1000 bushels old Pennsylvania red at $1·58@1·60; 2000 bushels Ohio do. at $1·59; and 4000 bushels new Indiana, part at $1 55@1 60 and part on private terms. Rye is steady at $1·12 for Western and Pennsylvania. Corn is not much sought after. Sales of Pennsylvania yellow at $1·07@1·08; Western do. at $1·05; and Western mixed at $1@1·05. Oats are quiet. Sales of Pennsylvania at 60@62c. and new Delaware at 52@53c.

Whisky is lower. Sales of 50 barrels Western iron-bound at $1·02, and 25 barrels do. wood-bound at $1·02.

In a recent test for rapidity of firing, the Chassepot rifle gave 20 rounds in 1 minute 42 seconds. The bullet of the Chassepot weighs but 380 grains.

—During the very hot weather the students of Pass Christian College, Mississippi, were kept under a severe examination for four days. A correspondent, in describing the effect, says:—"Many a heart was moved, many an eye was moistened with patriotic tears, when the farewell words were spoken and the tribute to Southern virtue and honor paid." We have no doubt of it; nothing human could stand such weather and such pressure without suffering from "moisture."

—Mr. James King, a respectable citizen of Dover, N. H., recently celebrated his eighty-first birth-day and second wedding-day simultaneously, by leading to the hymeneal altar a blooming bride, of seventy-six. The bridegroom is as active as a man of twenty-five, and can mow half a ton of hay before breakfast. Mrs. King had previously lived in wedlock with a man for half a century, and was not at all a stranger to the duties of a wife.

—The superstitious people of Hyde Park, Mass., have been suffering considerably from the freaks of a ghostly visitant for several weeks past. It sometimes appears as a man, and seems quite obliging, but when it takes the form of one of the opposite sex it becomes twice as tall, and utters screams so unearthly as to make the teeth of the policemen rattle. There is an invisible ghost at Cumminsville, Ohio. A farmer, named Streit, and his servants have frequently had stones hurled at them without being able to discover whence they came.

SPIRIT OF THE PRESS.

Editorial Opinions of the Leading Journals upon Current Topics—Compiled Every Day for the Evening Telegraph.

THE WAR.

From the London Spectator.

Germany has rushed together with a clang. That is the first, and for France the worst, result of the declaration of war. The Emperor Napoleon, with that strange incapacity to comprehend popular feeling which he has betrayed throughout his career, which made him fancy that England would alter her laws to protect his throne from plots, that the North would give up her struggle with the South, that Mexicans would rise for an Austrian archduke, that Tuscany would accept a Bonaparte for a sovereign, that Italy would give up Rome, that the ignorant "gentlemen" of Austria would beat the "mere professors" of Berlin, had evidently imagined that the "conquered" States of Germany would welcome an invasion that might relieve them of their chains. Exiles embittered by undeserved misfortunes told him so; envoys accustomed to live among the limited class which, partly from tradition, partly from cosmopolitan training, hates the stern *regime* of the Hohenzollerns, repeated the same tale; the Ultramontanes, savage at the rise of a Protestant power, endorsed the envoy's despatches; and finally, the secret agents, mixing only with men who are to Germans what Fenians are to Englishmen, struck the impression home. The war must be directed against Prussia alone, and then Hanover would rise; Saxony would rebel; Schleswig-Holstein would demand its Prince; Wurtemberg would declare war on Prussia; Bavaria would accept Austrian advice; Germany would melt down like a waterspout under the concussion of the cannon. War was declared, war intended to crush down the German oppressor, and all Germany at the oppressor's summons rushed together as if the Hohenzollern already wore the imperial crown. Particularist and Ultramontane, noble and burgher, the classes which love the past and the traders who dread military conscription, all laid aside their grievances to defend the united Fatherland. Bavaria declared war on France. Wurtemberg declared war on France. Saxony demanded "energetic action" against the French, and formally claimed her place in the vanguard of the battle. Hanover proclaimed in great meetings her devotion to the Federation. Bremen rose in insurrection against a merchant who criticized Prussian "arrogance." Hamburg sent volunteers, and doubled the money asked. The Universities on the Rhine were deserted, all students hastening to the ranks. The Opposition, so jealous of the purse, so hostile to the new military system, voted £25,000,000 to bring that system to perfection. The wildest fanatics of liberty, with Karl Blind at their head, called on the Soldier-King to defend Germany with the sword. The very emigrants flying from conscription, and safely arrived in New York, returned to bear in the "slavery" they hated their share in the common duty of defending Germany from subjugation. From Posen to Italy, from Silesia to Cologne, the German people rose in arms. As these words reach our readers, the mobilization will be complete, and the great Teutonic people, double the number of those who won the terrible American war, stubborn as the Yankees and as educated, organized like Frenchmen, full of knowledge and burning with zeal, with a million of trained soldiers as their advance guard, are pouring down on France, to settle once for all whether Teuton or Latin is to be leader of the world. Let our readers think but for five minutes of the power which that race can exert, of its numbers and its history, of its weapons and its education, of its Carnot, Von Moltke, and its geographical position, and judge whether Napoleon will in six weeks be at Berlin. That the Emperor of the French wields a terrible weapon is true, for he leads France; and France is as great as Germany, and as homogeneous, as full of soldiers, as ardent, as well prepared, and far more likely to develop leaders of the true destructive-warrior type. No race has ever existed in Europe, not even the Roman, which could pretend to meet the Gaul in battle without a doubt of the result; nor is there one, except the English, which has not time and again been forced to sue to France for peace. There may be, as some observers think, disquiet among the peasantry; but Frenchmen, once at war, know only the glory of France; and the army, which is France, is as enthusiastic as if it were, as it half believes itself to be, a Providence to itself. But even France, with all her genius for war, her courage, and her patriotism, even the army which won Magenta, may be overtaxed; and unless we misread all modern history, this march to Berlin will overtax her. It is not an army, but an armed nation, which is in the road.

Besides, why do we assume that the march must be towards Berlin, and the Germans the defendants? Why should it not be towards Paris, the French being the defendants? It is a curious proof of the ascendancy which French genius and daring exercise over all minds that the supposition should seem monstrous; but Prussia is as close to France as France to Prussia, she has easier modes of ingress, not having to cross the Rhine, and she is led by men whose first if not greatest characteristic is military audacity, who crossed the Carpathians to seek an army which all Europe expected would destroy them, and who have announced publicly a fixed belief that war, to be short, should be fought upon the hostile soil. That an invasion would raise to its height the ardor of France is true, that it would summon all France into the field cannot be doubted; but ardor, whatever its height, can but make men disregard death, which Frenchmen do even when not excited, and the French army, under its present organization, *is* France in the field. That such a march should succeed may, nay does, appear incredible but it may succeed as well as a halt—may produce, that is, a drawn battle, and at a cost of far less suffering to States which it will be the policy of Prussia to exempt as far as may be from the horrors of war. Wurtemberg will be most German while Germans are marching on France. It is argued that Prussia is not so prepared as France, and that seems true; but the immense magnitude of the contest, involving as it does more men than Napoleon gathered from half Europe upon the Niemen, has compelled the Emperor to delay his spring until Prussia is just so far prepared that advance might make the remaining preparations easier. During the Austrian war the second line was formed behind the invading army. By to-morrow Prussia should be as ready as she was in 1866, and though the French, with their splendid energy and speed, may anticipate her *debouche*, and fight the first grand battle on Prussian soil, this, we feel sure, will be the leading idea of the campaign. If that battle, be it fought on the hither or thither side of Saarbruck, be won by Prussia, she will flow into France; if by France, Prussia will fall back, fighting step by step, until her chance opens to her once more. To predict the result of such an engagement would be folly, but the great French soldiers who have studied Germany know well how nearly equal the resources and the courage and the enthusiasm of the two armies are, and they at least do not, as most of our contemporaries do, forget Leipsic to remember only Jena, or conceal from themselves that France, with all her brilliant staff, has not yet discovered the equal of the great Italian who, at Jena, at the head of her troops, struck Prussia down. That sense of equality, existing on both sides, manifested in the Emperor's long preparations as in King William's address to his Parliament, in the French exultation in the *mitrailleuse* as in the Prussian pledges to fight to the last, will of itself make the first great battle unspeakably important, for it will tend to make the generals on both sides dread a numerical inferiority, not only for the effect it may exercise on their strategy, but the effect it is certain to produce on the imaginations of their men. Soldiers must be very contemptuous of their foes to be careless about being outnumbered, and at heart neither Prussian nor Frenchman is contemptuous of the other. Add that in Germany society is almost disorganized by the mobilization of the army, and that in France speedy victory is politically almost as important as victory itself, and every consideration will be seen to point to a battle on a prodigious scale. That it should be a decisive one is, we imagine, beyond either hope or fear. The countries engaged are too powerful, the army reserves too strong, the interests at stake too great for a battle to secure a peace; but, nevertheless, the result of that battle must be so great that all previous study of the situation may well be postponed. All alliances will depend on its result, and so, it may be, will the very meaning of the war. Whichever wins, the other will feel that it fights almost for independence, and will offer to every available ally terms now pronounced absurd. The map of Europe, if not its fate, will depend upon that engagement.

THE CHANCES OF FRANCE AND PRUSSIA.

From the Pall Mall Gazette.

Although many of the data for a detailed comparison of the chances under which the belligerents will enter the field are still wanting, some of the conditions on which the ultimate success of either side must more or less depend may already be pointed out. First of all, it must be borne in mind that the war will be as original in character as any war ever was. The new armaments change the whole tactics of the past, and even to a considerable extent affect strategic principles. Assuming that France and Prussia can at once bring into the field pretty nearly the same number of land forces, let us see on which side the balance of advantage is shown by a review of the general conditions. The Danish war, the Austro-Prussian war, as well as the last Italian campaign, in all of which the new arms were only partially introduced on one side of the contest, give no trustworthy ground for such an estimate, which must therefore remain to a considerable extent a speculative one.

On the whole, the belligerents appear to be equally well armed; but, as far as it is known, the Chassepot has a slight advantage over the needle-gun; the former being lighter, less liable to get out of order, and shooting a little quicker. The respective merits of the French and the Prussian soldiery as marksmen, which may very easily counterbalance or increase the difference in their arms, remain to be decided on the field. The guns of the artillery may be taken as equally good, but the French gunners ought to be better trained, because the men and horses remain permanently in the ranks, while in Prussia only two-thirds of the effectives remain on service in time of peace. The French battery, also, has two guns more than the Prussian; thus it may be that a smaller battery, with a considerable number of raw horses and fresh men, will often have to act against a larger one, in which officers, men, and horses are uniformly up to their business. But as the Austrian and Danish war happened only a few years since, it may be calculated that Prussia will be able to bring at once into the ranks many an artilleryman who has been actually engaged, and thus this disadvantage will be remedied, to a certain extent at least. There remain as probable advantages to France the mitrailleuse and the new revolving cannon. True, the merits of the latter arm are by no means established at present; of the former there are several batteries in the French army and none in the Prussian, we believe. But even this arm is known only by reports of French experiment, and its real importance remains also to be ascertained. With regard to cavalry, the advantage will probably be on the side of Prussia, whenever there is an opportunity of heavy attack in more or less considerable masses, which opportunities, however, may not be very frequent. And should the mitrailleuse batteries prove really effective, and if they are well distributed among the various French corps, the massive action of the Prussian cavalry will be considerably paralyzed; for, supposing even that the mitrailleuse has no very deadly effect beyond 1000 yards, it will still avail to frighten the horses beyond due control. Moreover, for action in small bodies, and for reconnoissances, the French cavalry is at least as effective and as well trained as the Prussian.

With regard to the command of the two armies nothing can be said yet, as even the names of the generals who are to play the prominent parts are not all or accurately known To be sure, Prince Charles is a better general than the Emperor Napoleon; but it remains to be shown how far the military abilities of Count Moltke are preferable to those of Canrobert, McMahon, or Bazaine.

The tactical and strategic aspects of the conflict remain to be considered. If the telegrams conveying the promises of belligerents to preserve the neutrality of the adjacent countries be trustworthy, there will be little choice but for the French to go to Berlin or for the Prussians to go to Paris. Under such circumstances the war would probably be finished very soon; for two or three decisive battles would settle the matter, unless the conflict widens into a European war. If, on the other hand, the neutrality of certain States is disregarded, the war may take a turn which will quite overset calculation. However, all this is very problematical and quite out of our present purpose. Confining ourselves to the purely military aspect of the question, we are inclined to say that the issue of the war will depend as much upon the Emperor Napoleon as its declaration did. Whatever the King of Prussia or Count Bismarck may have done towards provoking the war, they will have comparatively little influence over its conduct; in other words, the Prussian military authorities, and especially Prince Charles, will have far greater freedom of action than the French marshals. The Emperor Napoleon, taking the chief command of the army, will listen to the advice of his generals only as far as he is inclined to do so; and the more anxious he may be personally to sustain the military reputation of his uncle, the more likely are the French to be ultimately defeated. It must be borne in mind that the Prussian army is much more capable of acting in large bodies than the French is; the entire organization of the two armies, their whole discipline, lead to this capital difference. It may be fairly said that in the Prussian army the most independent man is the captain of the company. Between him and the commander-in-chief all the intermediate authorities are merely links transmitting orders. Consequently, if the commanding officers of the company are intelligent men, the largest army can act with the greatest possible unity; and one of the best means of disorganizing the Prussian army during battle would be to shoot all the captains. In the French army, on the other hand, the fundamental body is the battalion, whose commanding officer is a person of sufficent rank to imagine himself—and to a certain extent really to be—an independent commander. The battalion, amounting in France to something like 750 men, and often acting on its own account, makes the French army in the long run much more fit for acting in detachments of a moderate size than in large corps Their comparatively less stringent discipline has also acted in that direction. And if the Emperor Napoleon intends to give a *gr-r-rande bataille* under his personal command, he is very likely to be beaten.

Another point on which much will depend is connected with the question of who will take the offensive and who the defensive. The new weapons make offensive action exceedingly disadvantageous. For if the attacked corps is even much weaker in numbers than its adversaries, it can, if it profits by the various cover which the position may afford, so much reduce the attacking forces during their advance that the chances of further fighting will be greatly reduced. If the French take the offensive they will probably attempt to neutralize this disadvantage by using great masses of artillery both before and in conjunction with advancing columns, as they have often done before. But then the Prussian needle-gun will operate on the batteries, in all cases when it can reach them, and thus one of the greatest advantages of France over Prussia, that of a perfectly trained artillery, may be greatly lessened after any battle of this sort. These disadvantages of offensive action must be still greater for Prussia than for France, for the Chassepot is pretty sure to act more efficiently than the needle-gun, and the French infantry soldier more than any other is likely to prove a better marksman from behind field works, as a bush or a mound, than when he has to shoot and advance at the same time. It has been said that the Prussian military authorities were lately of opinion that in case of a war with France a direct and audacious march to Paris would give the best chance of victory; but we must confess we do not quite comprehend the grounds of such an opinion.

The only advantage that Prussia would seem to have in invading France is that the French people are likely to be, as they have shown themselves to be, very indifferent fighters at home. Led by the prestige of glory they will go impetuously to the end of the world; but when they see foreign soldiers in their own country they give up everything for lost, and lose their heads and sometimes even their courage. With the Germans it is almost the reverse. They fight better at home than abroad, although it is not impossible that when brought to the French frontier every soldier will be as furious to cross it as Blucher was when, about to cross the Rhine, he said that he would cross it alone if the allies confabulated any longer on the subject. These peculiarities of national character ought to be well kept in view by the respective commanders; and it is not improbable that the most fortunate general during this war will be that one who shall prove to be not less versed in the management of military forces than in the knowledge of the peculiarities of the national mind.

From a purely military point of view, perhaps, the better plan of a campaign would be for the French to occupy at once the Rhine provinces, and to hold themselves there on the defensive. While for the Prussians the better plan would be to draw the French as far as possible into Germany, to give them there battle, and, if successful, to push their enemies before them on to Paris.

THE ENGLISH NEUTRALITY LAWS.

From the Pall Mall Gazette.

It is not creditable to the Government of this country that a question like that of the neutrality laws should, after our grave experience of the imperfection of those laws during the American war, have been allowed to remain so long in suspense, and have now to be taken up amid the heat and excitement of a European conflict. There is the less excuse for delay in dealing with the subject, since a Royal Commission of high personal and legal authority examined it in 1868, and embodied their conclusions in a report which supplied all the materials for legislation. By the seventh section of the Foreign Enlistment act it is a misdemeanor to equip, furnish, fit out, or arm any ship with intent that it shall be employed by any foreign belligerent against any friendly power, or to attempt to do so, or knowingly to aid, assist, or be concerned in such equipment; it is also a misdemeanor to issue or deliver any commission in her Majesty's dominions to any ship to the intent that it should be so employed. The proposal of the commissioners was that the following acts should also be considered misdemeanors:—"To fit out, arm, despatch, or cause to be despatched, any ship, with intent or knowledge that the same shall or will be employed in the military or naval service" of any belligerent against any friendly power; also "within her Majesty's dominions to build or equip any ship, with intent or knowledge that the same shall, after being fitted out and armed, either within or beyond her Majesty's dominions, be employed as aforesaid;" also to "commence, or attempt to do so, or aid in doing so." With a view to enabling the Government to carry out these provisions, and especially the last, the commissioners recommended that on the Secretary of State being "satisfied that there is a reasonable and probable cause for believing that a ship which is within the limits of her Majesty's dominions has been, or is being, built, equipped, fitted out, or armed contrary to the enactment, and is about to be taken beyond the limits," it should be lawful for him to issue his warrant for the apprehension of the ship, whereupon the burden of proving that it was not intended for any unlawful purpose would be cast upon the owner.

With one exception, the Commissioners were unanimous in adopting these recommendations. The exception was Mr. Vernon Harcourt, who in a supplement to the report explained his reasons for dissenting from some parts of it. The gist of his objections is that the proposed provisions are too stringent in regard to the building of ships, and confer too large an authority on the Secretary of State, and that their general effect would be injurious to the shipbuilding interests of the country. The question at issue between Mr. Harcourt and the other Commissioners may be shortly stated:—There is no dispute as to the obligations of international law in this matter. It is deemed lawful to build ships of war for belligerents, but not to equip or despatch them when built. Mr. Harcourt thinks it will be enough if we extend our municipal law so as to meet these obligations, it being admitted that at present our municipal law is defective in that respect. On the other hand, the Commissioners argue that, as a matter of domestic convenience, and for the sake of giving our Government proper facilities for fulfilling the international duty of preventing the equipment and despatch of armed vessels, it is necessary to carry the municipal law a step beyond the international law, and strike at the building of any ship for an unlawful purpose. Lord Granville and Mr. Gladstone, in announcing that a bill would immediately be introduced on this subject, afforded no indication how far the Government are prepared to go in the direction of the Commissioners' report. No one will deny the gravity of the considerations raised by Mr. Harcourt. The shipbuilding trade is an important element both in the strength and commercial prosperity of this country; and we are bound to be cautious lest we injure it by any undue restraints. At the same time national interests must necessarily override those of any class, and the interests involved in these questions of neutrality are of a magnitude which do not admit of being trifled with. It is idle to pass a law on this subject which shall not be thoroughly effective; and without the power of arresting any vessel which is being built for the use of a belligerent, with the intention of being armed and equipped for such service elsewhere, we should still be exposed to a repetition of the difficulties which occurred during the American war. As to the powers to be given to the Secretary of State, they are no doubt very large and arbitrary, and capable of being turned to mischievous account, but it might, perhaps, be possible to modify them, or, at least, to surround them with certain checks in addition to the greatest check of all—the vigilance of public opinion and the jealous scrutiny of political opponents.

GERMANY.

From the London Saturday Review.

The King of Prussia is at the head of the troops of United Germany. That Germany should be united, and that the King of Prussia should without the slightest struggle or jealousy be able to lead into the field all the troops of every German power, is a truly wonderful event. For the moment at least the Germans are one people, and nothing like this, or even approaching to this, has ever before been seen in modern Europe. The German people have got rid of Austria, they have got rid of their princes; they are united, and they have a leader. For this they are mainly indebted to themselves. It was the people who got up the War of Liberation; it is the people who have clung to the idea of unity amid the jealousies of courts and the intrigues of ministers. It is the people who have formed themselves into what they are by the educational and military system of North Germany. Count Bismarck has done as much as any one man could do to make a nation, but nations are not to be made by one man. The secret of the new strength of Germany lies in the consciousness of worth and strength which possesses the Germans. They feel that they and their country have a right to exist. The intrigues of ministers or the successes of generals cannot create a spirit like that which now breathes through the whole German nation. It was the people of Bavaria and the people of Wurtemberg who determined in an instant that South Germany should work with North Germany in defense of the Fatherland. It is the peasants of the Rhineland who know that ruin stares them in the face, and who court ruin that even at that price the Fatherland may be their country. No greater conquest of ideas has been seen in modern Europe. France may succeed in rending Germany asunder. She may tear away from Germany provinces that long to be German. But for the moment at least Germany exists as a great, compact, concordant whole. And France has been one of the chiefest means of bringing about the unity of Germany. The first Napoleon taught Germans what are the terrible calamities to which they must be subjected if they are divided. The second Napoleon has taught Germans that the danger to which want of division exposes Germany is perpetual. France is going, if it can, to crush or destroy them because they venture to unite, and under the threat of France they have become altogether united. Even in the provinces that until lately hated Prussia as a rapacious and insolent aggressor there is now only one feeling, the desire to let France know, once for all, that Germany is determined to exist. Hanover is no more represented by the loafing adventurers who slope along the Bouvelards under the name of the Hanoverian Legion, than England was represented by the exiles of St. Germains. If patriotism ever showed itself in a noble and striking manner, it is showing itself now in such a manner at this moment in Germany; and it may surely be said that it would be a terrible loss to humanity, and to Europe, if a patriotism of so high a degree were to show itself in vain, and if brute force and the mitrailleuse were to scatter it into dust.

The French, too, are intensely patriotic, and it is not to be questioned but that in some strange way they have convinced themselves that right is on their side, and that they are entitled to say that German patriotism is an injury and an insult to them which they cannot endure. But when we judge between the combatants, we observe that the Germans are quite willing that French patriotism should endure and have free play so long as it keeps itself to itself and allows its neighbors to live in peace. And then German patriotism is something so new; and it is refreshing to find that a new great patriotic nation has sprung into existence. Of all men the Emperor of the French was the most interested in ascertaining whether its existence was a reality or not; and he evidently calculated wrongly. He had no notion that South Germany, which must bear the first brunt of the war, would at once proclaim itself identified with Prussia and the North. He thought he could make his quarrel one with Prussia only, and that Prussia was undermined by the disaffection of her involuntary subjects. That within a week after the declaration of war, the Kings of Bavaria and Wurtemberg would be receiving the thanks of their subjects for letting them fight against the French, would have seemed to him as improbable as anything could be. If history could be trusted as a guide, it might have been confidently expected that South Germany would ar first have hesitated, then shifted backwards and forwards, and then have joined France. A string of questions addressed to the French representatives in Wurtemberg has lately been published, from which it appears that the French Government relied upon internal dissensions in the South German States, and calculated upon the assistance a French party in those States would give it. Even at Berlin it would seem as if surprise as well as delight was felt at the extreme readiness of South Germany to make cause with the North. In old days, too, if one German prince did make up his mind to aid another, he always insisted on making his assistance as ineffectual as possible, and on jealously retaining a separate command. Now, without a sign of remonstrance or unwillingness, the States of South Germany obey the command to place their forces at the disposal of the Crown Prince of Prussia Their soldiers are to all intents and purposes part of the Prussian army, and glory in being so. They feel a confidence in being guided by the conquerors of Sadowa which they would not feel if local generals and princes were to command them. Hesitation has always been hitherto the bane of German diplomatists and German commanders. But the German nation has grown wise, and has determined to escape this great source of danger. There has not been a trace of hesitation in German diplomacy; for the German nation has asserted itself, and has taken its fortunes out of the hands of diplomatists. And we may be sure that in the military operations of the German army there will be as little hesitation; and that every fortress will be ready to do its utmost service, and every regiment will be called into play, in exactly the manner, and exactly the time, which the strategists of Berlin consider to be most advisable.

Whether the issue of this war will be like the issues of the disastrous wars in which the First Napoleon humbled Germany, no one can say; but what is certain is that every condition of the struggle is altered on the side of Germany. In those days France held Belgium and Holland as her own. Now Germany is covered on her long Rhenish frontier, from the Moselle to the Waal, by nations determined to uphold their neutrality. Prussia betrayed the left bank of the Rhine below Strasbourg to France on the promise of an indemnity to be gained at the expense of the small German States. Now the trans-Rhenan parts of Germany are not only the property of Prussia, but are evidently Prussian; and the strips of precious territory which Prussia got under the second peace of Paris, in compensation for what Russia took in Poland, are protected by strong fortresses, and will tax the power of France to rend them from their present possessors. There were scattered over Germany in the time of Napoleon many fortresses of some celebrity. But they were of little use, for he was always rendering them useless by getting them betrayed to him. Now Mayence, for example, which Austria sold to him at Campio Formio, is one of the strongest places in all Europe, and it is quite certain that united Germany will never give it up until it is wrested from her by sheer force. For fifty years the wealth of Germany has been lavished in making the safeguards against France safe. Throughout the wars of the First Napoleon there were always Germans who wished that the German Powers should be beaten, or were at least indifferent whe her France won or not. Prussia attached scarcely any value to the left bank of the Rhine, and let France do as it pleased in order to profit by the final partition of Poland. Austria did not so much wish to beat France as to get hold of Bavaria, while Bavaria brought about the calamities of Ulm and Austerlitz, and became virtually a province of France, in order to defeat the projects of Austria. Germany deserved most thoroughly the humiliation to which it was subjected; but even then it took the military genius of Napoleon to beat the Germans. His lieutenants often sustained reverses which, if the German troops had been under decent management, might easily have proved fatal to the invaders. Too much, indeed, is often made of Leipsic on the one side, as too much is made of Jena on the other. For it was under the shelter and with the co-operation of Russia that Germans made their first successful stand against Napoleon, as they might have made it long before but for the inconceivable folly of the King of Prussia. Leipsic is noticeable, not as a victory of Germans, but as the first battle in which the German people, as apart from the German sovereigns, fought for their independence. Leipsic was the beginning of that movement which now arrays all Germany as one man against Louis Napoleon; and from that day to this the movement has never ceased. The symptoms of the growth of a nation are not always very pleasant to witness, and the common sense of Europe justly condemned the foolish fury of the students which ended in the murder of Kotzebue, as thirty years later it condemned the idle revolution which for a moment set up a mock empire at Frankfort. But in spite of everything, in spite of France, in spite of its princes, in spite of its own faults, Germany has grown, now slowly, now quickly, for half a century, until at last it is a nation and challenges France in arms on terms which make the Emperor of the French, and all of his subjects who do something more than shout and swear at Prussia, feel that, after all France can do to prevent it, Germany may still be Germany.

CLERICAL VACATIONS.

From the N. Y. Tribune.

The Methodist clergymen of Chicago were, at the date of our last advices, engaged in considering the important query, Whether a minister should travel for his health in hot weather, leaving his sanctuary shut up or his pulpit to the mercy of a chance supply? In this city the matter (however it may be in Chicago) does not seem to be one of much importance. When the sheep have wandered to the seaside or up the mountains, or have taken ship "strange countries for to see," it is hardly worth while for the shepherd to linger at home merely to read prayers and sermons to "dearly beloved Roger," the sexton. Parsons who are accustomed to full houses never exhort at their best to a beggarly account of empty pews. This is one of the inevitable results of the prominence which has been given to the sermon at the expense of the service. If people go to church simply for the sake of intellectual gratification, or merely follow the crowd to listen to a popular speaker, then a numerous auditory is just as necessary in a church as it is in a play-house. Indeed, one cannot sometimes help remembering that the *pulpitum* in the Roman theatre was the place where the actors exhibited themselves. A preacher accustomed to the stimulus of "a sea of upturned faces," to the gratification of congregational applause, to the assurance of many accordant voices that the sermon just enunciated was perfectly beautiful, soon finds that the flavor of his preaching is lamentably dependent upon this particular kind of pepper. This is one of the undesirable results of pulpit popularity. Another is its tendency to take the virility out of a man. The same admiration which leads the women of the society to present worsted slippers to the pastor, until he has enough of them to stock a Broadway shop, gives rise to an apprehension that his brain must be softening, that his lungs are weak, that he is in danger of a confirmed bronchitis. Tenderly he is asked, ten times a day:—"Does Gastrodynia's tiny gimlet bore?"—only the kind and fair querists say dyspepsia instead of using the classical word. No wonder that he falls into Fichte's condition, when that philosopher wrote to a friend:—"You know that before leaving Zurich, I became somewhat sickly; either it was partly imagination, or the cookery did not agree with me."

But for all his felicities of coddling, the clergyman days a heavy price. He is bothered by women; he is criticized by men; once in seven days he is weighed in a balance, or discussed by the retiring crowd; if he be a man of brains and culture he is in continual danger of preaching over the heads of his congregation; and, if he be a man of culture without brains, he must laboriously work upon most of the secular days at his warping and woofing of a brilliant cento for next Sunday. If he be a man of ardent piety, he is continually worried by the tepidarean condition of his society. "Alas!" he cries, "if they would only be hot, or, at any rate, cold!" If a pastor thus worked and worried demands leave of absence, and runs away from the fold for a time, there is nothing in his bolting which is in the least to be wondered at. The main difficulty, we venture to suggest, is too much sermon-making. The congregation is critical by habit, and knows, by a sort of instinct, a good sermon from a bad one. We do not say that this is an intelligent knowledge, for it reminds us, we confess, of Jeremy Taylor's rustic audience gaping with delight at his Latin and Greek quotations. But church-goers soon come to recognize an able preacher, without any proper appreciation of his ability. They may not comprehend, but they cannot be cheated. For an old sermon, they have the keenest of memories, and they all mention to each other as they walk home to dinner that Dr. —— preached that discourse about two weeks after he was ordained. The poor clergyman who fishes in the very bottom of his barrel for an MS., good enough for tenantless pews upon a summer Sunday, may be sure that there will always be somebody present who will find him out, and take the greatest pleasure in telling those of slower recollection.

Now, if the reader will but consider the matter fairly, he will see that it is almost an impossibility for a pastor to write one hundred and four excellent new sermons yearly. If put to such a task, especially if he be dyspeptic, he will either break down or he will break through the bindings of his books, and desperately steal, or else he will dispense the mere sugar-plums of rhetoric to hungry souls. He must be a pretty good worker who can write, let us say, a dozen really first-rate sermons in a year, for these will demand for their preparation study, reflection, castigation, and a good deal of re-writing. It must be remembered that we are speaking of sermons which are sermons—really great works of art like those of Jeremy Taylor, or Dr. South, or Robert Hall, or Channing, or Chalmers. The late Dr. Wayland was fond of telling his class how many drafts he made of his renowned sermon on Missions, and he may well have been a little proud of it, for it laid the foundation of his subsequent fame. Doubtless his congregation would have liked two such sermons every Lord's day, but they might as well have expected a stated supply of archangels to preach to them.

Fortunately, or unfortunately, at least among Protestants, preaching sermons has become the most important function of the priestly office, with certain results which are to be deplored, and with others which are to be commended. But wardens and vestrymen and standing committees may be assured that they will in the end lose nothing by allowing the brains from which they expect so much an occasional season of repose and recreation. No organ of the human body so rejoices, after hard work, at an interval of rest as that pulpy prisoner within the walls of the cranium; while there is no organ which so rapidly and satisfactorily achieves recuperation It is quite wonderful to find how easy brain-work is made by a week or fortnight of perfect rest—of rest from thinking, and writing, and constructing, and from all reading except that of travels and biographies, of novels and newspapers. Wherefore, we beseech clergymen, when they desire a furlough, not to talk about their throats or stomachs, but to say boldly that they want rest, because rest is a good thing in itself.

HAIR CURLERS.

THE HYPERION HAIR CURLERS,

AN INDISPENSABLE ARTICLE FOR THE LADIES

(Patented July 9, 1867.)

This Curler is the most perfect invention ever offered to the public. It is easily operated, neat in appearance and will not injure the hair, as there is no heat required, nor any metallic substance used to rust or break the hair. Manufactured only, and for sale wholesale and retail, by

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ROPE AND TWINE, BAGS and BAGGING, for Flour, Salt, Super-Phosphate of Lime, Bone Dust, Etc. Large and small GUNNY BAGS constantly on hand. Also, WOOL SACKS.

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The most durable Green will not fade, is brighter Color Costs less than any other because it will paint twice as much surface, ground pure only by the manufacturer Sold by Lace paint dealers. Office 122 N. 4th St.

NEWS SUMMARY.

City Affairs.

—A meeting of the master bakers was held yesterday afternoon at the public house corner of Eleventh and Fitzwater streets, George Lady, chairman; William H. Pollok, secretary. The chairman stated that the meeting had been called to form a Bakers' Union, and fix a standard price for bread. The committee appointed at a previous meeting presented a report recommending that the organization be known as the Bakers' Protective Union of the City and County of Philadelphia, to be composed of such bakers as carry on business in the place designated. Appended to the report were a series of resolutions, fixing the price of bread for stores at 3½ and 7 cents, and that furnished to families at 4 and 8 cents per loaf.

—The Board of Aldermen reassembled yesterday afternoon, and selected canvassers for the Seventh and Eighth wards.

—A meeting of journeymen bricklayers was held last evening at the hall Eighth and Locust streets. Several persons were initiated as members of the Bricklayers' Union, making the membership 442. Business was represented to be brisk, a number of new buildings being under way, and alterations of old structures into stores being made. Wages were said to be higher at present in some of the neighboring towns than they had been for several years past, owing to the great number of new buildings being erected.

—The alarm of fire last evening about 7 o'clock was caused by the burning of a shed in the rear of Lennig's feather renovating establishment, Lombard street, above Third.

—At 9 o'clock last evening an alarm was reated by the burning of a quantity of straw at No. 1343 Olive street.

—The alarm at half-past 9 was caused by the partial destruction of the cabinet shop of Thomas G. Clyde, rear of No. 1942 South street. The loss is estimated at $1000; partially insured.

—At the fire yesterday afternoon, on Lombard street, the Chief of Police directed the arrest of thirty-six boys on the ground and around the fire apparatus. Orders are to be issued to the police to arrest hereafter all boys running with fire apparatus or found at a fire.

—The steam frigate Powhatan, which arrived at the Navy Yard last December, and was placed out of commission and dismantled, is to be immediately fitted for service, by order of the Navy Department. Stripped of her rigging and disarmed, the Powhatan has been lying out in the stream. She is a side-wheel steamer, and was built at Norfolk in 1850. Her length over all is 270 feet, beam 47 feet, and depth 19 feet. Her last armament consisted of 17 guns. She is of 2500 tons burden, has two engines capable of 1200 horse power, and her coal bunkers are of 800 tons capacity.

—Bishop Wood has recently made a number of changes among the clergy. Rev. T. W. Power has been removed from St. Mary's, South Fourth street, to the pastoral care of St. Dominick's Church, at Holmesburg; Rev. P. A. Lynch, late pastor of Holmesburg, has been transferred to the pastoral care of St. Mark's Church, Bristol, and Rev. Edward F. Pendergast, late pastor of the latter place, has been appointed to the pastoral care of the church at Allentown; Rev. James P. Martin, late of St. Anne's, Port Richmond, succeeds Rev. T. W. Power at St. Mary's. The other appointments are as follows:—Rev. William Kiernan, D. D., and Rev. John J. Doherty have been appointed to the Cathedral; Rev. Henry Reilly, from St. Francis' to the pastoral charge of the mission at Shenandoah, Schuylkill county, Pa.; Rev. Nicholas Bowden, from St. Canicus' Church, Mahanoy City, to the pastoral charge of St. Joseph's Church, Downingtown, Chester county, Pa.; Rev. Francis Quinn, appointed to St. Anne's; Rev. Thomas Bolger, appointed to St. Anne's; Rev. John Burns, appointed to St. Patrick's, Pottsville; Rev. Patrick Daly, appointed to St. Francis'. From the changes as made by the Bishop the Catholic clergy have no appeal.

Domestic Affairs.

—Gold closed yesterday at 121¼.

—General Schenck has been renominated for Congress.

—Attorney-General Akerman, it is understood, favors an election in Georgia this fall.

—Senator Morgan, of Mississippi (white), was on Wednesday married to a colored lady.

—Hon. W. S. Lincoln, ex-member of Congress, was assaulted in Washington yesterday by ex-Congressman Segar.

—A riot occurred at Harrodsburg, Kentucky, on Monday evening, in which four or five men were killed and nearly twenty wounded.

—During the eleven months ended May 31 our imports exceeded our exports by about eight millions and a quarter. For the same period in 1869 the balance against us was no less than eighty-five millions.

THE STATE FINANCES.

Report of the Commissioners of the Sinking Fund.

Annexed is the official statement of the Commissioners of the Sinking Fund, which shows the condition of the debt of Pennsylvania on the 1st instant:—

Balance in Treasury July 31, 1870	$935,189·60
Applicable to the payment of overdue loans, relief notes, and interest certificates in gold	257,151·58
	$668,038·02
Amount of principal of loan of June 11, 1840, payable on demand	642,535·60
LOANS REDEEMED DURING MONTH OF JULY, 1870.	
5 per cent. bonds, act of June 11, 1840, at par and accrued interest in gold	$567,565·10
5 per cent. bonds, act of February 16, 1833. Gold	10,710·00
5 per cent. bonds, act of April 13, 1851. Gold	1,000·00
Total amount redeemed	$579,275·10
Interest paid on above loans in gold	12,826·34
INTEREST ON PUBLIC DEBT DUE AUG. 1, 18.0.	
Amount paid in gold	$194,264·81
Amount paid in lawful money	685,449·00
Total	$879,713·81
LOANS REDEEMED SINCE NOVEMBER 30, 1869 (Last annual report of Auditor-General).	
Month of December, 1869	$21,104·59
" January, 1870	108,928·99
" February, 1870	30,849·31
" March, 1870	14,070·00
" April, 1870	6,360·00
" May, 1870 (purchased)	459,000·00
" May, 1870 (redeemed)	7,832·73
" June, 1870 (redeemed)	94,200·00
" June, 1870 (redeemed) gold	91,000·00
" July, 1870 (redeemed) gold	11,710·00
Month of July, 1870 (redeemed), lawful money	567,565·10
Total amount redeemed and purchased	$1,413,610·72

*DEBT BEARING COIN INTEREST.

4½ per cent. bonds	$113,000·00
5 per cent. bonds	4,857,035·60
6 per cent. bonds	3,171,250·00
Total	$8,140,285·60

DEBT BEARING INTEREST IN LAWFUL MONEY.

5 per cent. bonds	$910,200·00
6 per cent. bonds	22,089,800·00
Total	$23,000,000·00
DEBT ON WHICH INTEREST HAS BEEN STOPPED.	
5 per cent. bonds	$151,606·02
6 per cent. bonds	9,148·56
Total	$160,754·58
DEBT BEARING NO INTEREST.	
Loan relief act of May 4, 1841	$96,397·00
Interest certificates unclaimed	4,448·38
Domestic creditors	44·67
Total	$100,890·05
RECAPITULATION OF PUBLIC DEBT.	
Debt bearing coin interest	$8,140,285·60
Debt bearing interest in lawful money	23,000,000·00
Debt on which interest has been stopped	160,754·58
Debt bearing no interest	100,890·05
Total debt July 31, 1870	$31,401,930·23

*This interest paid in coin in conformity with the decision of the Supreme Court of the United States, under which, also, the Pennsylvania Railroad Company paid to the Commonwealth, in gold, $130,000, due July 31, 1870.

THE WAR.

THIS MORNING'S DESPATCHES.

ANOTHER SKIRMISH AND A PRUSSIAN VICTORY—THE FRENCH DRIVEN FROM THEIR CAMPS WITH GREAT LOSS—A FRENCH GENERAL KILLED AND A PRUSSIAN GENERAL WOUNDED.

STRASBOURG, Aug. 4.—Yesterday, after the council of war, Marshal McMahon, with the chief of staff, General Coulson, surveyed the Rhine from Kehl bridge upward. They visited Brumuth, twenty miles north of here, where the cavalry division and part of the first division of infantry are encamped. From their movements it is conjectured that McMahon, with the African army, is about to cross the Rhine and pass rapidly by way of Carlsruhe and Heidelberg to Frankfort, and that thence he will endeavor to cut the railroad communicating between Berlin and the Rhine.

It is believed he will leave Mayence on his left, while his main army passes on through the lower Rhine provinces to Mayence and Coblentz. The forward movement, it is rumored, is fixed for Saturday. It is reported that the Prussians are gathered in force to the south, and that the Baden force is in the Black Forest.

LONDON, Aug. 4—[Special to New York *Tribune*].—The correspondent of the *Tribune* telegraphs from the Prussian headquarters as follows:—"The Crown Prince's army has stormed Weissenberg. The troops of the 5th and 11th Prussian army corps, reinforced by the 2d Bavarian corps, engaged General Douay's division of McMahon's corps.

"The French were driven off the field, and the Prussians now occupy the French camp. Several hundred French soldiers were captured. The Prussian loss was considerable.

"No movements are announced from the army of the Lower Rhine. The affair at Saarbruck is regarded here as wholly unimportant. The Prussians at no time contemplated holding that town in force."

The *Tribune's* correspondent at Coblentz, writing on Tuesday, says:—"The Prussians are in much greater force on the banks of the Saar and Moselle than is generally supposed, and hence they do not intend to fall back on Mayence or Mannheim, but will hold the French in check from Sierck to Lauterburg. One proof is that long trains of provision wagons stretch from here to Treves, and the ambulance trains with them are in much too great force for a mere affair of outposts.

"Moreover, the large square, the 'Coblentz Platz,' is covered with peasants' wagons, laden with bread and biscuit, moving west. Treves is now the headquarters of the 8th Army Corps. The Prussian wagon and ambulance service is better organized and their horses are in better condition than those of the French. The soldiers are in admirable spirits. Their enthusiasm is less noisy than that of the enemy, but their quiet confidence is far preferable to such effervescence as I recently witnessed on the other side.

"Coblentz is full of landwehr, there being but few troops of the line there. The fortifications are being rapidly strengthened, and are being filled in readiness for an attack. All commanding points about the great fortress, the occupation of which would render it indefensible against modern artillery, are now strongly fortified, and earthworks are rapidly being constructed toward the French side."

CARLSRUHE, Aug. 4.—(Special to New York *Herald*.)—Latest: The Prussian victory at Weissenburg was decisive. The troops engaged were two regiments of the 5th and 11th Prussian Army Corps and the 2d Army Corps of Bavaria, led by the Crown Prince in person.

The French force consisted of General Douay's division of McMahon's corps. Weissenberg and Geishill, in the rear of that town, were carried by storm at the point of the bayonet, after an obstinate resistance.

The general who commanded the French in the absence of Douay was killed, with two officers of his staff.

The French encampment, one piece of artillery, and five hundred wounded prisoners, including many Turcos, fell into the hands of the Prussians.

On the German side General Kirchbooh was wounded. The Grenadier Guards and 50th Regiment suffered severely.

MARINE TELEGRAPH.

For additional Marine News see First Page.

ALMANAC FOR PHILADELPHIA—THIS DAY.

SUN RISES..... 5·00 | MOON SETS..... ...
SUN SETS..... 7·11 | HIGH WATER..... 8·38

PHILADELPHIA BOARD OF TRADE.

THOMAS G. HOOD, CHRIS. J. HOFFMAN, THOMAS C. HAND, } COMMITTEE OF THE MONTH.

MOVEMENTS OF OCEAN STEAMSHIPS.

FOR AMERICA.

Sidon	Liverpool	New York	July 19
Virginia	Havre	New York	July 19
Columbia	Glasgow	New York	July 23
City of Cork	Liverpool	New York	July 25
Tarifa	Liverpool	New York via B.	July 26
Palmyra	Liverpool	New York	July 26
The Queen	Liverpool	New York	July 27
Idaho	Liverpool	New York	July 27
Britannia	Glasgow	New York	July 27
C. of Merida	Vera Cruz	New York via H.	July 29

FOR EUROPE.

Ville de Paris	New York	Havre	Aug. 6
C. of London	New York	Liverpool	Aug. 6
Italy	New York	Liverpool	Aug. 6
Australia	New York	Glasgow	Aug. 6
Etna	New York	Liverpool	Aug. 9
Minnesota	New York	Liverpool	Aug. 10
Queen	New York	Liverpool	Aug. 13
Columbia	New York	Glasgow	Aug. 13
C. of Brooklyn	New York	Liverpool	Aug. 13
Idaho	New York	Liverpool	Aug. 17

COASTWISE, DOMESTIC, ETC.

Rising Star	New York	Aspinwall	Aug. 5
J.W. Everman	Philadelphia	Charleston	Aug. 5
Ocean Queen	New York	Aspinwall	Aug. 5
Cortes	New York	New Orleans	Aug. 6
Wyoming	Philadelphia	Savannah	Aug. 6
Salvor	Philadelphia	Charleston	Aug. 12
Yazoo	Philadelphia	New Orleans	Aug. 18

Mails are forwarded by every steamer in the regular lines. The steamers for or from Liverpool call at Queenstown, except the Canadian line, which call at Londonderry. The steamers for or from the Continent call at Southampton.

CLEARED YESTERDAY.

Steamship Fanita, Freeman, New York, John F. Ohl.
Steamer J. S. Shriver, Webb, Baltimore, A. Groves, Jr.
Schr Louisa Crockett, Flanders, Boston, Audenried, Norton & Co.
Schr William S. Thompson, Raynor, Washington, D. C., David Cooper.
Schr A. R. Wallace, Ward, Richmond, D. Cooper.
Schr Buckeye, Gibbon, Salem, N. J., do.

ARRIVED YESTERDAY.

Steamer Fannie, Fenton, 24 hours from New York, with mdse. to W. M. Baird & Co.
Brig Hermes, Lees, 13 days from Bonaire, with salt to John Dallett & Co. Left in port July 23, bark Clara Eaton, Merriman, loading, to sail for Holmes' Hole and Breakwater for orders.
Schr Hattie Dow, Shearer, 5 days from Leechville, N. C., with mdse. to Chas. Haslam & Co.
Schr Vandalia, Campbell, 1 day from Leipsic, Del., with grain to Jos. E. Palmer.
Schr John Whitby, Henderson, 1 day from Port Penn, with grain to Christian & Co.
Schr Clayton & Lowber, Jackson, 1 day fm Smyrna, Del., with grain to J. L. Bewley & Co.
Schr D. H. Merriman, Tracey, 1 day from Indian river, Del., with grain to J. L. Bewley & Co.

AT QUARANTINE.

Barks Sancho Panza, from Sagua; Warren White, from Havana; and schr Cora Etta, from Sagua.

Correspondence of The Evening Telegraph.

EASTON & McMAHON'S BULLETIN.

NEW YORK OFFICE, Aug. 4.—Four barges leave in tow to-night, for Baltimore, light.
Wilgus, with iron ore, for Wilmington.
Catharine Moan, with wheat, for New Brunswick.
Harvest Moon, with lead, for Philadelphia.
Mary Dunn, with sand, for Philadelphia.
Sarah Ann, with iron, for Wilmington.
BALTIMORE BRANCH OFFICE, Aug. 4.—The following barges leave in tow to-night, eastward:—
Governor Jones, Joseph Lord, J. E. Dunham, D. R. Graves, Hamlet, Nich. Childs, St. James, and J. Van Buren, with coal, for New York.
Sary Gamp, with ice, for Philadelphia.
PHILADELPHIA BRANCH OFFICE, Aug. 5.—The Mary and Emma, with coal, for New York, and R. V. De Witt, with salt, for Bait., left last evening.
Gen. Foote, with coal, for Baltimore, and Great North, with pig iron, for do., leave this evening.

(By Telegraph.)

LEWES, Del., Aug. 4—P. M.—Went to sea, bark Eureka, for Hamburg; brig Courier, for Genoa.
In harbor, steamer Granite State.
Wind S. W. Thermometer, 92.

MEMORANDA.

N. G. ship Asia, Steckman, from Hamburg 25th May for Philadelphia, was spoken 2d inst. by a New York pilot boat.
Br. steamer Etna, Lochead, fm Liverpool, Queenstown, Halifax, and Boston, at New York 3d inst.
Br. steamer Virginia, Andrews, from London for New York, at Havre 22d ult.
Steamer Lafayette, Rossan, from New York 23d ult. at Brest 3d inst. for Havre.
Steamer Zodiac, Hines, from New Orleans 25th ult., at New York yesterday.
Steamer George Washington, Gager, cleared at New Orleans 30th ult. for New York.
Steamer Aries, Wiley, for Philadelphia, cleared at Boston 3d inst.
Steamer J. S. Green, Vance, hence, at Richmond 2d inst.
Steamer Hunter, Harding, hence, at Providence 2d inst.
Bark Daring, McDonald, hence, remained at Havana 30th ult., uncertain.
Br. bark Thomas, Swendsen, for Philadelphia, at Havana 30th ult.
Bark Alice, Erickson, from London 10th June for Philadelphia, was spoken 1st inst., 80 miles east of Sandy Hook.
Brig Susan E. Voorhees, Fulford, hence, at Manzanas 27th ult.
Brig Lima Hill, hence for Brunswick, Ga., was spoken 31st ult. off Cape Romain.
Ital. brig Messaggiero, Ambrosarie, hence, at Gibraltar 12th ult.—not as before.
Schr Golden Eagle, Howes, for Philadelphia, cl'd at Boston 3d inst.
Schr Trade Wind, hence for Portsmouth, at Holmes' Hole 3d inst. Sailed, all vessels excepting schrs J. B. Vandusen, Amanda, Mary Price, Trade Wind, and Frolic.
Schr Samuel R. Sharp, Sharp, for Philadelphia, cleared at Baltimore 3d inst.
Schr Sunnyside, Parsons, sailed from Richmond 2d inst. for Philadelphia via lower James river.
Schr A. M. Edwards, Henson, for Philadelphia, sailed from Richmond 2d inst.
Schr Rhodella Blew, Healey, hence, at Providence 2d inst.
Schrs Richard Law, Eldred, and Lamartine, Butler, for Philadelphia; and Haze, Spencer, for Trenton, sailed from Providence 2d inst.
Schrs William Walton, Hunter; Ocean Wave, Bryant; James Satterthwait, Kinnie; and J. L. Maloy, Russell, hence, at Boston 2d inst.
Schr Almira, Wooley, hence, at Gloucester 2d inst.
Schr Anna Barton, Frink, hence, at Somerset 2d instant.
Schrs May Munroe, Hix, from Rockland for Philadelphia; Cerro Gordo, Pierson, from Augusta for do.; Eagle, Chase, Harwich for do.; Marietta Tilton, Fritzinger, Richmond, Me., for do., at Holmes' Hole 1st inst. The M. Tilton sailed again same afternoon.
Schrs John Johnson, Harris, from Providence for Philadelphia; Spray, Merritt, from Hartford for Trenton; and J. P. Cake, from Elizabethport for New Haven, passed Hell Gate 3d inst.
Schrs Marietta Steelman, Steelman; S. & E. Corson, Brewers; Gov. Burton, Ludlam; Althea, Smith; and John Stockham, Price, arrived at Georgetown, D. C., 2d inst. The M. Steelman cleared again for Boston.
Schrs Glenwood, Dickerson, from Bristol; Rachael S. Miller, Jones; and W. H. Bartlett, Barnett, from Providence for Trenton, were at anchor in Dutch Island harbor 1st inst.

MISCELLANY.

James Alexander, Esq., the agent of the Cunard Company in Boston, has received a despatch from Liverpool stating that the steamer Tarifa did not sail from Queenstown until Friday, July 29, at 3 P. M. She has 26 cabin and 420 steerage passengers. The steamer Samaria was also detained at Queenstown beyond the usual time, and sailed from there July 31, with 50 cabin and 400 steerage passengers.

Steamer Seminole, formerly a Government vessel, has been purchased by parties in Boston.

NOTICE TO MARINERS.

REMOVAL OF THE SEA MARKS AND FIXED LIGHTS IN THE BALTIC.—The following official communication, relative to the removal of sea marks and the extinguishment of all fixed lights in the Baltic by the Prussian Government, has been forwarded to the London *Shipping Gazette* for publication:—

FOREIGN OFFICE, July 18, 1870.—Sir:—I am directed by Earl Granville to request that you will acquaint the Lords of the Committee of Privy Council for Trade that he has received from the North German Ambassador a note dated this day, and stating that on the north coast of Germany orders have been given to take up the sea marks, to withdraw the lightships, and to extinguish the fixed lights.

I am, sir, your most obedient servant,
G. HAMMOND.

The Secretary of the Board of Trade.

ENGINES, MACHINERY, ETC.

PENN STEAM ENGINE AND BOILER WORKS.—NEAFIE & LEVY, PRACTICAL AND THEORETICAL ENGINEERS, MACHINISTS, BOILER-MAKERS, BLACKSMITHS, and FOUNDERS, having for many years been in successful operation, and been exclusively engaged in building and repairing Marine and River Engines, high and low pressure, Iron Boilers, Water Tanks, Propellers, etc. etc., respectfully offer their services to the public as being fully prepared to contract for engines of all sizes, Marine, River, and Stationary; having sets of patterns of different sizes, are prepared to execute orders with quick despatch. Every description of pattern-making made at the shortest notice. High and Low Pressure Fine Tubular and Cylinder Boilers of the best Pennsylvania Charcoal Iron. Forgings of all size and kinds. Iron and Brass Castings of all descriptions. Roll Turning, Screw Cutting, and all other work connected with the above business.

Drawings and specifications for all work done the establishment free of charge, and work guaranteed.

The subscribers have ample wharf dock-room for repairs of boats, where they can lie in perfect safety, and are provided with shears, blocks, falls, etc. etc., for raising heavy or light weights.

JACOB C. NEAFIE,
JOHN P. LEVY,
BEACH and PALMER Streets.

GIRARD TUBE WORKS AND IRON CO.,

JOHN H. MURPHY, President,
PHILADELPHIA, PA.

MANUFACTURE WROUGHT-IRON PIPE and Sundries for Plumbers, Gas and Steam Fitters.
WORKS, TWENTY-THIRD and FILBERT Streets.
Office and Warehouse,
No. 42 N. FIFTH Street.

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740 SANSOM Street.

CORDAGE, ETC.

WEAVER & CO.,
ROPE MANUFACTURERS
AND
SHIP CHANDLERS,
No. 29 North WATER Street and
No. 28 North WHARVES, Philadelphia.
ROPE AT LOWEST BOSTON AND NEW YORK PRICES.

CORDAGE.
Manilla, Sisal and Tarred Cordage
At Lowest New York Prices and Freights.
EDWIN H. FITLER & CO.,
Factory, TENTH St. and GERMANTOWN Avenue.
Store, No. 23 N. WATER St. and 22 N. DELAWARE Avenue.

SHIPPING.

LORILLARD'S STEAMSHIP COMPANY
FOR NEW YORK,
SAILING EVERY TUESDAY, THURSDAY, AND SATURDAY,
are now receiving freight at
FIVE CENTS PER 100 POUNDS, TWO CENTS PER FOOT, OR HALF CENT PER GALLON, SHIP'S OPTION.
INSURANCE ONE-EIGHTH OF ONE PER CENT.
Extra rates on small packages iron, metals, etc.
No receipt or bill of lading signed for less than fifty cents.
NOTICE—On and after September 15 rates by this Company will be 10 cents per 100 pounds or 4 cents per foot, ship's option; and regular shippers by this line will only be charged the above rate all winter. Winter rates commencing December 15. For further particulars apply to JOHN F. OHL,
28 PIER 19 NORTH WHARVES.

PHILADELPHIA AND SOUTHERN MAIL STEAMSHIP COMPANY'S REGULAR SEMI-MONTHLY LINE TO NEW ORLEANS, La.
The YAZOO will sail for New Orleans direct, on Thursday August 18, at 8 A. M.
The YAZOO will sail from New Orleans, via Havana on Wednesday, August 3.
THROUGH BILLS OF LADING at as low rates as by any other route given to Mobile, Galveston, Indianola, Lavacca, and Brazos and to all points on the Mississippi rivers between New Orleans and St. Louis. Red River freights reshipped at New Orleans without charge of commissions.

WEEKLY LINE TO SAVANNAH, GA.
The WYOMING will sail for Savannah on Saturday, August 5, at 8 A. M.
The TONAWANDA will sail from Savannah on Saturday, August 5.
THROUGH BILLS OF LADING given to all the principal towns in Georgia, Alabama, Florida, Mississippi, Louisiana, Arkansas, and Tennessee in connection with the Central Railroad of Georgia, Atlantic and Gulf Railroad, and Florida steamers, at as low rates as by competing lines.

SEMI-MONTHLY LINE TO WILMINGTON, N. C.
The PIONEER will sail for Wilmington on Wednesday, August 3, at 6 A. M. Returning, will leave Wilmington Tuesday, August 9.
Connects with the Cape Fear River Steamboat Company, the Wilmington and Weldon and North Carolina Railroads, and the Wilmington and Manchester Railroad to all interior points.
Freights for Columbia, S. C., and Augusta, Ga., taken via Wilmington, at as low rates as by any other route.
Insurance effected when requested by shippers. Bills of lading signed at Queen street wharf on or before day of sailing.
WILLIAM L. JAMES, General Agent.
6 15 No. 130 South THIRD Street.

THE REGULAR STEAMSHIPS ON THE PHILADELPHIA AND CHARLESTON STEAMSHIP LINE are ALONE authorized to issue through bills of lading to interior points South and West in connection with South Carolina Railroad Company.
ALFRED L. TYLER,
Vice-President So. C. RR. Co.

PHILADELPHIA AND CHARLESTON STEAMSHIP LINE.
This line is now composed of the following first-class Steamships, sailing from PIER 17, below Spruce street, on FRIDAY of each week at 3 A. M.:—
ASHLAND, 800 tons, Captain Crowell.
J. W. EVERMAN, 692 tons, Captain Hinckley.
SALVOR, 600 tons, Captain Ashcroft.
AUGUST, 1870.
J. W. Everman, Friday, August 5.
Salvor, Friday, August 12.
J. W. Everman, Friday, August 19.
Salvor, Friday, August 26.
Through bills of lading given to Columbia, S. C., the interior of Georgia, and all points South and Southwest.
Freights forwarded with promptness and despatch.
Rates as low as by any other route.
Insurance one-half per cent., effected at the office in first-class companies.
No freight received nor bills of lading signed after 3 P. M. on day of sailing.
SOUDER & ADAMS, Agents,
No. 3 DOCK Street,
Or WILLIAM P. CLYDE & CO.,
No. 12 S. WHARVES.
WILLIAM A. COURTENAY, Agent in Charleston. 6 24

PHILADELPHIA, RICHMOND, AND NORFOLK STEAMSHIP LINE, THROUGH FREIGHT AIR LINE TO THE SOUTH AND WEST.
INCREASED FACILITIES AND REDUCED RATES FOR 1870.
Steamers leave every WEDNESDAY and SATURDAY at 12 o'clock noon, from FIRST WHARF above MARKET Street.
RETURNING, leave RICHMOND MONDAYS and THURSDAYS, and NORFOLK TUESDAYS and SATURDAYS.
No Bills of Lading signed after 12 o'clock on sailing days.
THROUGH RATES to all points in North and South Carolina, via Seaboard Air Line Railroad, connecting at Portsmouth, and to Lynchburg, Va., Tennessee, and the West, via Virginia and Tennessee Air Line and Richmond and Danville Railroad.
Freight HANDLED BUT ONCE, and taken at LOWER RATES THAN ANY OTHER LINE.
No charge for commission, drayage, or any expense of transfer.
Steamships insure at lowest rates.
Freight received daily.
State Room accommodations for passengers.
WILLIAM P. CLYDE & CO.,
No. 12 S. WHARVES and Pier I N. WHARVES.
W. P. PORTER, Agent at Richmond and City Point.
T. F. CROWELL & CO., Agents at Norfolk. 6 15

FOR LIVERPOOL AND QUEENSTOWN.—Inman Line of Royal Mail Steamers are appointed to sail as follows:—
City of Antwerp (via Halifax), Tuesday, July 26, at 1 P. M.
City of London, Saturday, August 6, at 2 P. M.
Etna (via Halifax), Tuesday, August 9, at 1 P. M.
City of Brooklyn, Saturday, August 13, at 7 A. M.
City of Brussels, Saturday, August 20, at 12 M.
and each succeeding Saturday and alternate Tuesday, from pier No. 45 North river.
RATES OF PASSAGE.
Payable in gold. Payable in currency.
First Cabin.....$75 Steerage.....$30
To London.....80 To London.....35
To Paris.....90 To Paris.....38
To Halifax.....20 To Halifax.....15
Passengers also forwarded to Havre, Hamburg, Bremen, etc., at reduced rates.
Tickets can be bought here at moderate rates by persons wishing to send for their friends.
For further information apply at the company's office.
JOHN G. DALE, Agent, No. 15 Broadway, N. Y.; Or to O'DONNELL & FAULK, Agents,
4 5 No. 402 CHESNUT Street, Philadelphia.

FOR NEW YORK, via Delaware and Raritan Canal.
EXPRESS STEAMBOAT COMPANY.
The Steam Propellers of the line will commence loading on the 8th instant, leaving daily as usual.
THROUGH IN TWENTY-FOUR HOURS.
Goods forwarded by all the lines going out of New York, North, East, or West, free of commission.
Freights received at low rates.
WILLIAM P. CLYDE & CO., Agents,
No. 12 S. DELAWARE Avenue.
JAMES HAND, Agent,
No. 119 WALL Street, New York. 3 4

NEW EXPRESS LINE TO ALEXANDRIA, Georgetown, and Washington, D. C., via Chesapeake and Delaware Canal, with connections at Alexandria from the most direct route for Lynchburg, Bristol, Knoxville, Nashville, Dalton, and the Southwest.
Steamers leave regularly every Saturday at noon from the first wharf above Market street.
Freight received daily.
WILLIAM P. CLYDE & CO.,
No. 14 North and South WHARVES.
HYDE & TYLER, Agents at Georgetown; M. ELDRIDGE & CO., Agents at Alexandria. 6 1

DELAWARE AND CHESAPEAKE STEAM TOWBOAT COMPANY.—Barges towed between Philadelphia, Baltimore, Havre-de-Grace, Delaware City, and intermediate points.
WILLIAM P. CLYDE & CO., Agents.
Captain JOHN LAUGHLIN, Superintendent.
Office, No. 12 South Wharves Philadelphia. 4 11

SHIPPING.

FOR NEW YORK, VIA DELAWARE and Raritan Canal.
SWIFTSURE TRANSPORTATION COMPANY.
DESPATCH AND SWIFTSURE LINES,
Leaving daily at 12 M. and 5 P. M.
The steam propellers of this company will commence loading on the 8th of March.
Through in twenty-four hours.
Goods forwarded to any point free of commissions.
Freights taken on accommodating terms.
Apply to
WILLIAM M. BAIRD & CO., Agents,
4 No. 132 South DELAWARE Avenue.

INSURANCE.

DELAWARE MUTUAL SAFETY INSURANCE COMPANY. Incorporated by the Legislature of Pennsylvania, 1835.
Office southeast corner of THIRD and WALNUT Streets, Philadelphia.
MARINE INSURANCES
On Vessels, Cargo and Freight to all parts of the world.
INLAND INSURANCES
On goods by river, canal, lake and land carriage all parts of the Union.
FIRE INSURANCES
Merchandise generally; on Stores, Dwellings, Houses, etc.

ASSETS OF THE COMPANY November 1, 1869.

$300,000 United States Five Per Cent. Loan, ten-forties	$216,000·00
100,000 United States Six Per Cent. Loan (lawful money)	107,750·00
50,000 United States Six Per Cent. Loan, 1881	60,000·00
200,000 State of Pennsylvania Six Per Cent. Loan	213,950·00
200,000 City of Philadelphia Six Per Cent. Loan (exempt from tax)	200,925·00
100,000 State of New Jersey Six Per Cent. Loan	92,000·00
20,000 Pennsylvania Railroad First Mortgage Six Per Cent. Bonds	450·00
25,000 Pennsylvania Railroad Second mortgage Six per Cent. Bonds	23,625·00
25,000 Western Pennsylvania Railroad Mortgage Six Per Cent. Bonds (Pennsylvania Railroad guarantee)	20,000·00
30,000 State of Tennessee Five Per Cent. Loan	15,000·00
7,000 State of Tennessee Six Per Cent. Loan	4,270·00
15,500 Pennsylvania Railroad Company, 250 shares stock	14,000·00
8,000 North Pennsylvania Railroad Company, 100 shares stock	8,900·00
10,000 Philadelphia and Southern Mail Steamship Company, 80 shares stock	7,500·00
$46,900 Loans on Bond and Mortgage, first liens on City Properties	$46,900·00
$1,281,400 Par. Market value, Cost, $1,215,022·27.	$1,255,270·0
Real Estate	36,000·00
Bills Receivable for Insurances made	$23,700·78
Balances due at Agencies:—	
Premiums on Marine Policies, Accrued Interest, and other debts due the Company	85,027·25
Stock, Scrip, etc., of Sundry Corporations, $4706. Estimated value	2,740·20
Cash in Bank	$168,318·88
Cash in Drawer	972·26
	169,291·14
	$1,852,100·04

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Life Insurance for the People!

HOMESTEAD
LIFE INSURANCE COMPANY
OF PENNSYLVANIA,
OFFICE:
No. 701 CHESNUT Street,
PHILADELPHIA,

To place Life Insurance within reach of all, has adopted a system of
MONTHLY PAYMENT OF PREMIUMS
Peculiarly adapted to the ability of ALL WORKING FOR SALARIES OR WAGES.
Special attention is called to this Company's
GRADUATING POLICY,
An original feature, designed to protect shareholders in Building Associations, and all others who have borrowed money or purchased property payable in instalments extending over a series of years, by CANCELLING any balance of indebtedness remaining UNPAID in case of DEATH.
THIS COMPANY ISSUES
All the ordinary forms of Life and Endowment Policies at low rates of Premium, on the Participating Plan, with but few restrictions as to occupation, and NONE AS TO TRAVEL OR RESIDENCE.
Pamphlets containing full information may be obtained at the Company's office.
WILLIAM M. SEYFERT, President.
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B. E. DAVIS, Superintendent of Agencies. [4 9 6m
Active and responsible men wanted as Agents.

FIRE ASSOCIATION.
INCORPORATED MARCH 27, 1820.
OFFICE,
NO. 24 NORTH FIFTH STREET
INSURE
BUILD HOUSEHOLD FURNITURE, AND MERCHANDISE GENERALLY,
From Loss by Fire (in the City of Philadelphia only).
ASSETS, JANUARY 1, 1870, $1,572,732·25.

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THE PENNSYLVANIA FIRE INSURANCE COMPANY.
Incorporated 1825—Charter Perpetual.
No. 510 WALNUT Street, opposite Independence Square.
This Company, favorably known to the community for over forty years, continues to insure against loss or damage by fire on Public or Private Buildings, either permanently or for a limited time. Also on Furniture, Stocks of Goods, and Merchandise generally, on liberal terms.
Their Capital, together with a large Surplus Fund, is invested in the most careful manner, which enables them to offer to the insured an undoubted security in the case of loss.
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WM. G. CROWELL, Secretary. 3 30

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PENNSYLVANIA POLYTECHNIC AND ANATOMICAL MUSEUM, No. 1326 CHESNUT Street, three doors above Twelfth, the most complete collection of objects, illustrating Physiology, Pathology, Natural History, etc. Illustrative Lectures every evening. Open 8 A. M.

Evening Telegraph

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The Price is three cents per copy (double sheet), or eighteen cents per week, payable to the carrier by whom served. The subscription price by mail is Nine Dollars per annum, or One Dollar and Fifty Cents for two months, invariably in advance for the time ordered.

FRIDAY, AUGUST 5, 1870.

☞ The earliest regular edition of THE EVENING TELEGRAPH goes to press at 1½ o'clock, and the subsequent regular editions at 2½, 3½, and 4½. Whenever there is important news of the progress of the European war, extra editions will be issued after this hour, and before the regular time for the early edition.

THE BATTLES OF WEISSENBURG AND SAARLOUIS.

THE Prussians gave the French a full-grown Roland, in the battle of Weissenburg, for their Oliver of Saarbrück. The last-named engagement consisted in a comparatively trifling assault by the left wing of the French army upon an indefensible Prussian town, while the more recent Prussian victory was a bold invasion of French territory by men who apparently went to stay, and who, journeying ten miles east of the Rhine, stormed, captured, and held an important military position, Weissenburg, being a station on the French railway running parallel with the French frontier, and its capture preventing rapid intercommunication between the right and left wings of the French army. That this was an affair of real importance is indicated, not only by the boldness of the advance and the strategic value of the place captured, but by the number and character of the troops engaged. The Prussian force was commanded by the Crown Prince in person, and it consisted of the whole 2d Army Corps of Bavaria, in addition to two regiments of other corps, while the French forces defending the town, though inferior in numbers, embraced an entire division of McMahon's Corps. The victory of the former was complete, the French commanding officer being killed, his encampment and one piece of artillery being captured, and five hundred wounded prisoners falling into the hands of the conquerors. The moral effect of a substantial triumph like this will be a thousand-fold greater in Germany than the fanfaronade over the Saarbruck affair can possibly prove in France. Its military significance is also important. It proves that the Prussians are not content with mere defensive operations. It makes a diversion on the southern line of operations that will give time and opportunity for massing a tremendous array of German forces in the immediate front of Napoleon. It breaks the French line of communication, and it shows the Emperor that if he risks too much in a desperate dash upon Berlin he may meanwhile leave open a favorable highway for a Prussian advance to Paris.

Meanwhile, however, if a despatch received this morning is entitled to full credit, Napoleon has followed up his Saarbruck affair by a demonstration of much greater importance. It is said that he has captured Saarlouis after a great battle. The significance of this achievement, if the report be correct, lies in the fact that the Emperor has made a successful struggle for the possession of the railway running parallel with the strictly Prussian frontier. We said yesterday that if a very great battle was to be fought soon, the banks of the Saar, on or near which Saarlouis is situated, was the locality most likely to be selected; and this opinion seems to be already confirmed. Further details will be awaited with great interest. They will probably indicate whether the Prussians have been so badly defeated as to be compelled to fall back upon their great natural line of defense, the Rhine, or whether they will be able to make an effective stand at a point nearer their frontier, and to contest, inch by inch, every foot of the soil of their West Rhenish territory.

THE BAD CONDITION OF OUR NAVY.

THAT the navy of the United States is not in such a state of efficiency as it ought to be from the fact that it is our chief means of defense against foreign attacks, is admitted upon all sides. For this condition of affairs no one person is responsible, and it is simply the result of general bad management, and a deficiency in practical knowledge on the part of those who have had the control of our naval affairs of late years. Since the breaking out of the Rebellion, in 1861, up to the present time, there has scarcely been a single person connected with the administration of the navy who has been able to do more than institute the loosest and most uncertain experiments—experiments based upon no certain facts of science, but wild, irregular, and expansive as the imagination of those who suggested them. Gideon Welles was heartily abused during the whole time he was in office, and those who have succeeded him have endeavored to throw the whole blame of the present bad condition of the navy upon his shoulders. Mr. Welles undoubtedly made a great many mistakes and blunders, but he is in reality entitled to more credit than he has ever yet received. It is true that very many of the naval vessels set afloat by him were found to be practically useless for service in foreign waters—the chief service for which they would be required in time of peace—but it should be remembered that these vessels were built in haste, to supply an urgent demand, and they were intended especially to operate in the shallow bays and tortuous rivers of our southern coast. This service they did perform, on the whole, in a satisfactory manner, and they came out of the war prematurely old from the rough usage to which they were necessarily subjected—their timbers strained and shattered by conflicts with the enemy, by storms, by being frequently run aground, and by all the haps and mishaps of a long and terrible war. Taking all the facts of the case candidly into consideration, it was scarcely to be expected that these vessels would be worth a great deal after they had done the work for which they had been specially constructed. The greatest fault that can be imputed to Mr. Welles is that he permitted such crack-brained theorists as Isherwood to carry on costly experiments at the most critical period of the war and in opposition to the protests of those who thought that the times were not well adapted to the investigation of new theories on the expansion of steam, when the efficiency of the vessels of the navy depended upon their being fitted with machinery of the most approved design and construction. But whether Mr. Welles was to blame or not for the bad condition of the navy at the date of his retirement from office, the fact remains that we are practically defenseless against a sudden attack by a foreign foe.

Since the present administration has been in power the attention of Congress and the country has repeatedly been called to the dilapidated condition of the navy and to the importance of increasing its strength. It is open to very serious doubt, however, whether the Navy Department, as now organized, is more efficient than it was under Grandfather Welles.

The real head of the department is Vice-Admiral Porter, and the first performance of this officer on coming into power was to introduce an element of demoralization into the service by stirring up the old jealousies between the line and staff officers until they resulted in an open conflict. He next distinguished himself by renaming the navy out of "Tooke's Pantheon;" then he set himself to work to reduce the number of the engineers to such a low figure that their influence would not be great enough to make them rivals of the line, and finally he made the remarkable proposition to build iron steamships that in time of peace could be used as mail packets and in time of hostilities be transformed to men-of-war. This last was a most extraordinary idea for an officer of Admiral Porter's rank, experience, and presumed ability to set before the country. During the Rebellion merchant steamers—of which the Vanderbilt was a favorable specimen—did good service as blockaders, as cruisers after suspected vessels on the high seas, and as transports; for any other purposes they were absolutely worthless, and any midshipman ought to be able to tell Admiral Porter that a properly-constructed gunboat would sink one of his iron packets of five times her size inside of fifteen minutes, and the idea of such vessels being any defense whatever against the navies of France or England is too absurd to be considered for a moment.

It needs no argument to prove that the efficiency of the navy in the future must largely depend upon machinery and its proper management. In spite of this, however, since Admiral Porter has been in power everything possible has been done to cripple the engineer corps of the navy. Instead of sending out upon our national vessels a full complement of engineers, the plan has been devised of attaching only two to each ship, and of supplying the places of the regular assistants with men enlisted for the cruise as engine-drivers. This is the plan that was tried on the first introduction of steam machinery in the navy, and because it would not work a regular corps of naval engineers was organized. It is simply impossible to enlist competent men for this kind of service, and in every case in which the experiment has yet been tried the entire work of managing the steam machinery has devolved upon the regular engineers. In this instance the engineer corps, and with it the safety and efficiency of our naval machinery, has been sacrificed to the jealousy of the line officers.

If the Navy Department has not displayed any great amount of ability in the way of improving the navy, it has at least urged upon Congress the importance of making proper appropriations for the increase of our naval force. It is not at all necessary, as Porter suggests, that we should attempt to compete with the great European navies, but it is necessary that we should have a reasonable number of first-class vessels, both for foreign and home service. In case of a foreign war it is to the navy we must look for our principal protection against invasion, and it was simply criminal neglect on the part of the legislative branch of the Government that it refused to give proper consideration to this subject. Two of the greatest of the European powers have suddenly become involved in a gigantic war, and there is at least a probability that a general European conflict may ensue. It is a matter of the first consequence that we should at least have the means of preserving our neutrality, or of affording adequate protection to our commerce and our citizens in Europe, and it is to be hoped that the administration will be able to do something towards improving the navy, or that if the means at its disposal are so totally inadequate that nothing can be done, the President will call an extra session of Congress to consider the matter.

THE MARSEILLAISE.

A PARIS journal says that the Empress will issue a decree making the "Marsellaise" henceforth the national air of France. This is one of the most impudent pieces of humbug ever attempted by a despot. For years the great national air of French freedom has been proscribed. The author of the *coup d'etat* did not dare to permit Frenchmen to listen to its inspiring strains. He trembled at its invocations to resistance against the tyrannies he was daily perpetrating, and he cruelly punished every audacious utterer of its central sentiment, "O liberty, can man resign thee!" Now this persecutor of the "Marsellaise," when he wishes to awaken martial feeling, has it played by all his military bands, in the hope that it will excite false expectations and mistaken enthusiasm among his mercurial subjects, while he evidently intends to use any victories that may be achieved by their valor as a pretext for the re-establishment of personal government and for the creation of additional restrictions upon the freedom of France. The false trickster who is capable of such despicable trifling with the patriotic feelings of a nation deserves to be not only defeated but despised by all just men.

JOURNALS OF PARIS.—The number of journals published in Paris is said to be 962, of which 99 are religious, viz.:—62 Roman Catholic; 25 Protestant; and 3 Jewish. The rest are described as follows:—48 treat of jurisprudence; 25 are administrative; 95 are political; 45 devoted to political economy; 47 commercial; 58 medical; 40 devoted to the natural sciences, physics, and mathematics; 32 to agriculture and the veterinary art; 10 to horticulture and arboriculture; 20 to military matters; 12 to naval and colonial affairs; 24 to history, geography, heraldry, etc.; 65 to painting, sculpture, music, and the theatres; 9 to architecture; 19 to archæology, numismatics, and industrial art; 29 to railways, civil engineering, and mining; 28 to finance and the bourse; 65 to technology and popular science; 56 are called literary journals, which means popular miscellanies, as no literary journal proper exists in Paris; 35 publications for the special use of ladies and families; 65 devoted to female fashions and ladies' work; 25 that treat of the breeding of horses, and sports of all kinds; 5 organs of Freemasonry; 5 of spiritualism; and 2 are bibliographical journals.

LEADING GENERALS.

[General de Failly.

General Pierre Louis Achille de Failly, who is now commanding the 5th French Army Corps, which, according to the latest reports, was between the Army of the Moselle under Bazaine and the Army of the Rhine under McMahon, and had its headquarters at Bitche, was born in the year 1808. He received his military education at the school of St. Cyr, and at the time of the revolution in 1848 was a lieutenant-colonel of a regiment of the line. As a brigadier-general he took part in the Crimean war and distinguished himself greatly in the service, especially in the battles of the Alma, of the Mamelon Vert, and of Trachtir. After his return from this campaign he was made an aide-de-camp to the Emperor, and in the Italian war he had command of a division of General Niel's army corps. In this war he distinguished himself at the battles of Magenta and Solferino. He was selected in 1867 to quell the Garibaldian movement, and in doing so made the first trial on a large scale of the Chassepot. In his report on the working of the arm he expressed himself as perfectly satisfied with its performance, and noticed especially the wonderful manner in which it did service at Mentana. General Failly was appointed commander-in-chief of the 3d Army Corps in 1869, and now has been transferred to the 5th Corps.

Marshal Randon.

Jacques Louis Cæsar Alexander Randon is one of the old men of the French service, being over seventy-five years of age. He was born at Grenoble on March 25, 1795. His uncle was General Marchand, of the empire, and it was very natural that the then young Randon should join the army, which he did at a very early age. As was the custom in those days, he received his military education in the ranks. He went to Russia with the grand army, and was made sub-lieutenant after the battle of Moscow. On the return of that disastrous expedition, he took part in the battle of Lutzen, where he was seriously wounded. After the final overthrow of the empire, his well-known Napoleonic sentiments retarded his advancement for a time. During the hundred days when the former commander and Emperor was present in France after leaving Elba, he sent in his adhesion to Napoleon, and this act kept him in obscurity during the restoration. In 1830 the Government of Louis Philippe made him chef d'escadon, in 1838 appointed him colonel of Chasseurs d'Afrique, and the same years sent him to Algiers with his troops, where he remained ten years, and distinguished himself in defending the French colony of Algeria, and in incessant warfare with the Arabs. While there he became lieutenant-general, and held administrative office in the province of Bona. In 1848, during the short interregnum of the government of Lamertine, he remained in Algeria and became inspector of cavalry. On his return to France in 1851 he was appointed Minister of War. From this post he resigned a ter a short service, and was then again sent by Louis Napoleon to Algeria as Governor-General of that colony. He held this position at the time of the reorganization of the colony in 1858. In the Italian war he was a major-general, but on the resignation of Vaillant from the War Office in 1859, he was again appointed to the post, and as Minister of War remained in the Imperial Cabinet until the peace in 1867.

The Crown Prince.

A short sketch of the Crown Prince of Prussia, Frederick William, only son of William I and heir to the Prussian throne, has already been published in our columns, but on account of the importance of the personage a more complete sketch will be of interest.

The Crown Prince was born in 1831. At the age of seventeen he was sent to the University of Bonn, and at the conclusion of the university course was recalled to Berlin and entered the army as a private, according to the universal custom in Prussia, to pursue his military studies. After a short service in the ranks he received command of a company, and from this rapidly rose to the grade of general. He was married to the oldest daughter of Queen Victoria in 1856. He took part in the Schleswig-Holstein war as lieutenant-general and commander of the 2d Army Corps. In this war he obtained great popularity with the troops. During the war with Austria he again commanded the 2d Army Corps, and took part in the battle of Sadowa, July 3, 1866. It was the timely arrival of the fresh troops under the Crown Prince, after his cousin Prince Frederick Charles had been engaged all day with the enemy, which decided the fate of the battle. In this campaign his chief of staff was Major-General von Blumenthal, and he had under his orders three army corps, the army itself being composed of about 125,000 men. His march from Miletin to Sadowa and the series of victories on entering Bohemia established his reputation as a commander. He is generally considered inferior to the Prince Royal in military knowledge, but is known as a soldier of courage and ability, anxious for the welfare of his troops and careless of his own trouble, but unsparing of his men or himself in the hour of battle. He is in command of the Northern Army of Prussia.

—A young man named Thickhead not long since gave a magistrate considerable annoyance at San Francisco, by pretending that he had heard nothing after that official had been speaking upon the enormity of his offense for nearly half an hour. He finally grew impatient, and ordered the man to be remanded.

FROM WASHINGTON.

Statistics of Commerce and Navigation.

Despatch to the Associated Press.

WASHINGTON, Aug. 5.—Monthly Report No. 11, of the Bureau of Statistics, is now in press. It contains the accounts of our foreign trade for the eleven months ended May 31, 1870, as compared with the corresponding period of 1869. The head of the bureau, Mr. Edward Young, furnishes the following synopsis:—

Periods.	*Imports.*	*Domestic exports. (Specie values.)*	*Foreign exports.*
Month ended May 31, 1870..	$40,208,759	$38,312,979	$1,913,783
Month ended May 31, 1869..	41,761,978	29,291,286	3,341,715
Eleven months ended May 31, 1870.....	421,935,617	385,940,711	27,769,377
Eleven months ended May 31, 1869.....	397,660,918	200,348,991	22,256,430

It will be seen, by the above table, that for the eleven months ended May 31, 1870, the imports exceeded the exports by $8,225,529, presenting a very favorable contrast with the same period of 1869, when the excess of imports over exports was $85,055,497.

The value of commodities remaining in warehouse May 31, 1870, was $54,029,462, against $56,388,076 in 1869.

The following is the proportion shipped in American and foreign vessels during the eleven months ended May 31, 1870, as compared with the corresponding period of the previous year:—

	Imports.	*Domestic Exports (mixed values.)*	*Foreign Exports.*
Eleven months to May 31, 1870.			
Amer'n vessels.	$137,426,306	$170,149,137	$11,986,347
Foreign vessels.	284,508,711	290,486,716	15,783,030
Eleven months to May 31, 1870.			
Amer'n vessels.	142,774,362	123,776,099	14 154,813
Foreign vessels.	254 886,556	253,906,865	8,101,617

Of the total imports for the eleven months ended May 31, 1870, $43,413,757 was free of duty, $378,521,860 dutiable, $246,472,785 entered for consumption, and $175,462,832 entered warehouse.

The principal commodities imported were:—Gold and silver coin and bullion, $26,610,034; living animals, $5,834,853; breadstuffs, $7,792,528; coffee, $22,079,218; cotton and manufactures of cotton, $22,421 562; chemicals, drugs, and dyes, $6,189,898; flax and manufactures of flax, $15,793,980; fruits, $7,007,644; furs and fur skins, $2,011,454; hides and skins other than furs, $13,326,291; iron and manufactures of, $26,648,619; leather and leather goods, $9,030 938; silk and manufactures of silk, $26,128,580; sugars and molasses, $60,087,100; tea, $13,157,992; tin and manufactures of, $8,568 311; wines, spirits, and cordials, $6,911,897; wood and manufactures of, $8,125,350; wool, sheeps', goats', and camels' hair, and manufactures of, $39,322,750.

The principal articles of domestic export were:—Agricultural implements, $921,733; living animals, $920,556; breadstuffs, $66,071,136; raw cotton, $215,498,206; manufactures of cotton, $3,292,262; gold and silver coin and bullion, $38,194,999; manufactures of gold and silver, $52,670; iron and manufactures of, $12,-918,986; steel and manufactures of, $5,722,286; naval stores, $4,899,528; petroleum oil, $28 099,-939; all other oils, $1,799,733; provisions, $26,-971.595; tallow, $3,666,277; tobacco and manufactures of, $20,254,036; wool and manufactures of, $12,574,078.

The principal articles re-exported were:—Gold and silver coin and bullion, $12,990,684; oils, $1,311,872; provisions and tallow, $1,866,-584; tea, $1,199,171.

The following are the values of the principal commodities remaining in warehouse May 31, 1870:—

Coffee, $4,197,249; manufactures of cotton, $1,574,559; manufactures of flax, $1,402,872; fruit, $1,349,307, hemp and manufactures of hemp, $876,483; iron and manufactures of iron, $2,543,104; leather and leather goods, $960 853; brown sugar, $17,972,408; molasses, $2,732,273; tea, $5,631,937; wines, spirits and cordials, $1,933,467; wool, etc., and manufactures of, $3,206,864.

The vessels engaged in the foreign trade which entered into and cleared from the United States during the eleven months ended May 31, 1870, were as follows:—

	Entered.		*Cleared.*	
	No.	*Tons.*	*No.*	*Tons.*
American vessels..	9,438	5,113,898	9,438	3,163,274
Foreign vessels....	17,250	5,186,861	17,225	5,157 853
Total	26,678	8,270,659	26,663	8,321,127
Total 11 months to May 31, '69..	25.211	7,867,927	24,879	7,843,294

POLITICAL.

☞ FOR SHERIFF,

WILLIAM R. LEEDS,

TENTH WARD. [7 11 tf

☞ FOR REGISTER OF WILLS,

1870,

WILLIAM M. BUNN,

SIXTEENTH WARD.

Late Private Company F, 72d P. V. [7 11 tf

SPECIAL NOTICES.

For additional Special Notices see the Inside Pages.

☞ SUMMER STOCK

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Nos. 818 and 820 CHESNUT Street.

☞ WARDALE G. McALLISTER,
Attorney and Counsellor at Law,
No. 38 BROADWAY,
New York.

☞ T. W. BAILEY,
No. 622 MARKET Street, is daily receiving new designs in Diamond Work, fine Gold Jewelry and Silver-ware; also, American and Foreign Watches, and has made great reduction in his prices.
N. B.—Watches and Jewelry repaired by skilful workmen. 7 13 1m

☞ QUEEN FIRE INSURANCE COMPANY,
LONDON AND LIVERPOOL.
CAPITAL, £2,000,000.
SABINE, ALLEN & DULLES, Agents,
8 FIFTH and WALNUT Streets.

SPECIAL NOTICES.

☞ STEINWAY & SONS'

GRAND SQUARE AND UPRIGHT PIANOS.

CHARLES BLASIUS,

SOLE AGENT FOR THE SALE OF THE

WORLD-RENOWNED PIANOS,

AT THE OLD WAREROOMS,

[4 15tf4p

No. 1006 CHESNUT STREET.

☞ OFFICE OF THE DELAWARE DIVISION CANAL COMPANY OF PENNSYLVANIA, No. 308 WALNUT Street, Philadelphia, August 5, 1870.

The Managers have declared a dividend of FOUR PER CENT., free from taxes, payable at the office on and after the 15th instant.

8 5 8t E. G. GILES, Treasurer.

☞ THE INSURANCE COMPANY OF THE STATE OF PENNSYLVANIA.
PHILADELPHIA, August 1st, 1870.

The Directors have this day declared a Dividend of SIX PER CENT., or Twelve Dollars per Share, clear of United States and State taxes. Payable to the Stockholders or their legal representatives on demand.

8 1 10t J. H. HOLLINSHEAD, Secretary.

☞ HEADQUARTERS UNION REPUBLICAN CITY EXECUTIVE COMMITTEE, No. 1105 CHESNUT Street.

At a meeting held on WEDNESDAY, July 27, the following, among other proceedings, was adopted:—

Resolved, That the Convention to nominate a candidate for Representative of the First Representative District be RECONVENED, and a Sub-Committee of three be selected from this City Executive Committee to effect the permanent organization thereof.

In accordance therewith the delegates elected to said Convention will meet at the southwest corner of SIXTH and DICKERSON Streets, on THURSDAY, August 11, at 10 A. M., for the purpose of placing a candidate in nomination.

By order Republican City Executive Committee,
Attest:— CHARLES W. RIDGWAY,
Vice-President, presiding.
JOHN MCCULLOUGH,
M. C. HONG, Secretaries. 7 29 fmw 6t

☞ HARPER'S HAIR DYE—THE ONLY harmless and reliable Dye known. This splendid Hair Dye is perfect. Changes red, rusty, or gray hair, whiskers, or moustache instantly to a glossy black or natural brown, without injuring the hair or staining the skin, leaving the hair soft and beautiful. Only 50 cents for a large box. CALLENDER, THIRD and WALNUT; JOHNSON, HOLLOWAY & COWDEN, No. 602 ARCH Street; TRENWITH, No. 614 CHESNUT Street; YARNELL, FIFTEENTH and MARKET Streets; BROWN, FIFTH and CHESNUT Sts; and all Druggists. 531 tf 4p

CLOTHING.

BLOCKADED! BLOCKADED!

THE BLOCKADE OF THE GERMAN PORTS

ON ACCOUNT OF THE WAR

BETWEEN FRANCE AND PRUSSIA

Will not interfere with the production and sale at the GREAT BROWN HALL, by ROCKHILL & WILSON, of the

TEN THOUSAND $10 SUITS OF REAL SCOTCH CHEVIOTS,

For which the public is rapidly crowding.

Nor will it interfere with the manufacture and favorable reception on the part of the public of the immense quantities of

TRULY SEASONABLE APPAREL

Which is constantly coming forward to take the place of that which rapidly disappears from our counters.

Come and learn how to be cool at the

GREAT BROWN HALL.

COME, BUY SUMMER RAIMENT CHEAP

OF

ROCKHILL & WILSON

603 and 605 CHESNUT STREET.

CHARLES STOKES & CO.,

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LARGE AND CHOICE STOCK OF GOODS FOR CUSTOMER WORK.

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FINE READY-MADE CLOTHING. [6 27tf

DRY GOODS.

MILLIKEN'S

LINEN STORE,

No. 828 ARCH STREET

AND

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PLAIN LINENS FOR SUITS.
FLAX COLORED LINENS, 25 cents.
FINE GREY LINENS.
CHOCOLATE LINENS.
PRINTED LINEN CAMBRICS.
NEW PRINTED LINENS.
EMBROIDERED INITIAL HANDKERCHIEFS, at $1·00 each, including every letter of the alphabet.
SPECIAL BARGAINS IN LADIES' AND GENTS HANDKERCHIEFS. 8 21 mwf

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Ladies and Misses Crape, Gimp, Hair Pamela and Straw Round and Pyramid Hats; Ribbons, Satins, Silks Velvets and Velveteens, Crapes, Feathers, Flowers, Frames, Sash Ribbons, Ornaments, Mourning Millinery Crape Veils, etc. 1 4

THE FINE ARTS.

NEW VIEWS IN THE PARK

Purviance's Stereoscopic Views in the Park, 25 cents each, $2 50 per dozen.

New Chromo, portrait of Dickens, *the last likeness* for which he sat, mounted, 9x11 inches, 50 cents each. Mailed to any address.

NEW CHROMOS, after Birket Foster.
NEW ENGRAVINGS.
LOOKING-GLASSES still at reduced prices.

JAMES S. EARLE & SONS,

No. 816 CHESNUT STREET,

PHILADELPHIA.

COPARTNERSHIPS.

DISSOLUTION.—THE COPARTNERSHIP heretofore existing between RICHARD CAMPION and WILLIAM LISTER, under the firm name of CAMPION & LISTER, in the manufacture and sale of Worsted Yarns, etc., in the city of Philadelphia, has been dissolved by mutual consent. The business will be continued by RICHARD CAMPION, who will pay all debts and liabilities of the late firm, and alone receipt for and collect all sums due or owing to the said late firm. RICHARD CAMPION,
WILLIAM LISTER.
August 2, 1870. 8 5 2t*

JEWELRY ETC.

J. E. CALDWELL & CO.,

JEWELLERS,

No. 902 CHESNUT Street,

Have largely increased their stock of

DIAMONDS

AND

DIAMOND JEWELRY,

EMERALDS, SAPPHIRES, PEARLS,

OPALS AND CAMEOS,

In Mountings of Exquisite Style, carefully prepared by the most Skillful Workmen.

They also call particular attention to

NEW STYLES OF JEWELRY

IN ROMAN GOLD, GOLD AND ENAMEL,
TURQUOISE, BLACK ONYX,
BYZANTINE MOSAICS, AND PARISIAN ENAMELS. [8 5 fmwtkrp

No. 902 CHESNUT Street.

EXCURSIONS.

FOR CAPE MAY.

On and after THURSDAY, June 30, the steamer ARROWSMITH will leave ARCH STREET WHARF for CAPE MAY on TUESDAYS, THURSDAYS, and SATURDAYS at 9 A. M.

Returning, will leave CAPE MAY on MONDAYS, WEDNESDAYS and FRIDAYS at 8 A. M., stopping each way at Chester and New Castle.

Fare, $2·25, including carriage hire.
Servants, $1·50, " " "
Children, $1·25, " " "
Horses, carriages, and freight taken at reasonable rates.

The ARROWSMITH is a fine, commodious steamer, and is fitted with every requisite for the safety and comfort of passengers.

GEO. H. HUDDELL,
C. TAGGART,
6 29 10t mwftf No. 52 N. DELAWARE Avenue.

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ATLANTIC HOUSE.

Newport, Rhode Island.

BOARD REDUCED.

This Hotel will be opened MAY 30, at $3·50 per day for transient boarders.

Families may make special arrangements by the week or season.

WM. W. HAZARD,
4 11 mf4p PROPRIETOR.

COLONNADE HOTEL.

FIFTEENTH AND CHESNUT STS.,

ENTIRELY NEW AND HANDSOMELY FURNISHED is now ready for permanent or transient guests

TO SUMMER TOURISTS.

LEHIGH COAL & NAV. CO.'S RAILROADS.

PLEASURE TRAVELLERS

For the Valleys of WYOMING and LEHIGH, for the CATAWISSA RAILROAD, and for the SWITCH-BACK RAILROAD, celebrated for its magnificent views, should take the

9·45 A. M. EXPRESS TRAIN from the NORTH PENNSYLVANIA RAILROAD DEPOT,

Corner of BERKS and AMERICAN Sts., Philada.,

Or by taking the 3·20 P. M. train from the same depot, can go to Mauch Chunk, remain there over night, pass over the SWITCH-BACK in the morning, and continue their journey that afternoon.

Those wishing to visit MAUCH CHUNK and the SWITCH-BACK, can take the 9·45 A. M. train, and return to Philadelphia the same evening.

Large and well-kept Hotels at Mauch Chunk, Williamsport, Wilkesbarre, and Scranton.

Passengers to Williamsport by the 9·45 train reach there in nearly two hours shorter time than by any other route.

Be sure to call for your tickets over the LEHIGH AND SUSQUEHANNA RAILROAD, and see that you get them over that road.

Tickets for sale at No. 106 South Fifth street, and at North Pennsylvania Railroad Depot.

E. K. HYNDMAN,
Master of Transportation.
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7 8 1mrp General Ticket Agent.

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CHAS. F. HASELTINE'S GALLERY,

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BRAUN'S FAMOUS PANORAMIC VIEWS of Berlin, Potsdam, Charlottenburg, Coblentz, Heidelberg, Jena, Weimar, Erfurt, Ems, Baden-Baden, Wiesbaden, Brussels, Amsterdam, Waterloo, Liege Ypres, Rotterdam, Utrecht, etc. etc.

A complete set of the Berlin Museums, and interior views of all the rooms in the various royal palaces of Prussia.

Particular attention is drawn to the fact that in a few days 100 views on the Rhine and its fortifications, as never before seen, will be exhibited. 11 10

COTTON SAIL DUCK AND CANVAS, OF ALL numbers and brands. Tent, Awning, Trunk, and Wagon-cover Duck. Also, Paper Manufacturers' Drier Felts, from thirty to seventy-six inches, with Paulins, Belting, Sail Twine, etc.
JOHN W. EVERMAN,
No. 10 CHURCH Street (City Stores).

NEW-YORKISMS.

From Our Own Correspondent.

NEW YORK, Aug. 4, 1870.

Walt Whitman: or, Stage-coach Inspiration.

Is Walt Whitman an ism of New York? Decidedly yes. I have a little story to tell, which will prove the assertion to be true.

There are in New York scores of gentlemen who, when they ride down town or up, generally do so on top of the stage, seldom inside. They like to smoke, to hob-nob with the driver, and to survey Broadway at their feet. Impelled by these desires, a gentleman (I mention no names) climbed, on Wednesday afternoon, to the summit of a Fifth avenue "omnibus," and took his seat beside the driver. On the other side of that functionary sat a remarkable-looking man of about sixty years of age. He wore blue trousers, a blue vest, and a long, light linen coat. The shirt collar was low and loose, and would have displayed, in sailor fashion, several inches of brawny chest, but for the full white beard three-quarters of a foot long. His abundant hair also was white. The breast was broad and deep, capable of taking mighty breaths. The look upon the face was frank, fearless, and big with thought. The possessor of these singularities maintained a profound silence, and looked about him with a contemplative stare. At the intersection of Houston street and Broadway he requested the driver to stop. The driver did so and the stranger got down, and I suppose I ought to conclude the paragraph by saying that he "mysteriously disappeared." My love of truth, however, forbids my sacrificing it in order to produce a meretricious "effect." Whatever mystery there may be in entering a Broadway store, probably with the view of buying something, the stranger is welcome to, for that is what he did; but his appearance was so remarkable that the other outside passengers who had observed him could not resist looking after him in wonder and admiration.

"That's a rum old cuss," said the driver, giving a jerk with his thumb in the direction of the vanished figure. "That's the only man in all New York as can ride free in these 'ere stages, exceptin' the p'leece."

"Indeed! Who is he?" inquired the passenger.

"Dunnow what his name is. We call him Walter. There's not a stage-driver in New York as dunnow him. He often spends an evenin' at my house. Dunnow his name no more'n I know yours. We call him Walter!"

"Oh yes! The author of 'The Leaves of Grass,' I presume."

"Blest if *I* know what he does for a living. When he's in New York he spends all his time ridin' up and down in stages, and none of 'em charges him a cent. There's not many men as can do *that*, now, *is* there? He aint much on the gab—jest twists his head about and keeps his mouth shet. But he's mighty good on a think, *I* should say. Je-rusalem! how that man must a thunk! Lord! what a good driver he'd make if he'd only turn his attention to the perfession. I allow as he wouldn't miss a party as wanted to get in, man, woman, *or* child, all the way down Broadway, you bet! He looks around him that spry! Yes, he's a queer old cuss, is Walter!"

If an orator like Miss Dickinson may gather inspiration from lying hatless and gloveless on the rocks at Swampscott, is not a poet like Walt Whitman without blame if he chooses to view life from the top of a stage-coach? If there is any exaggeration in this little anecdote it is an exaggeration that I am not aware of. To the best of my ability I have related the incident as it was related to me, although I should not have mentioned it at all had I thought that by so doing I was casting a slur upon a name which at least one foreign review of great reputation recognizes as belonging to the only original, "out-and-out" American poet that ever existed.

Opera Bouffe—Polylingual Critics.

During the recent few weeks I have several times mentioned that Mr. Fisk had engaged an opera-bouffe company for the fall and winter season. That company will arrive here early in September and give its first performance about the middle of the month. It was believed that Irma would be one of its members, but her name was not mentioned among those with whom I am told contracts have been signed. It is claimed that the new opera bouffe company, none of which have ever appeared here, will number eighty, and that three-fourths of them will constitute the chorus. This proportion in the chorus accounts for sixty members. Ten more I am able to name: they consist of the principal singers. The remaining ten, if they be not due to managerial imagination, must be looked for among those mysterious people who, behind the scenes, silently do so much of the miscellaneous work that is necessary to successful theatrical representations. The names of the ten principal members of the company are as follows:—Mad'lle Silly, who is said to be the rival of M'me Schneider; Mad'lle Montaland and Mad'lle Jousse, from La Folie Dramatique; Mad'lle Thal, from the Athenee; MM. Caussin and Hermierer, tenors, and M. Hettemans, buffo, from Les Varietes; and MM. Varlet, baritone, and Anthony, basso, from the Chatelet. The stage director is M. Esteve, and is said to have had experience among the principal Parisian theatres. The opera that will be first presented is *Le Petit Faust*. When that has ceased to be attractive, it will be supplanted by *Les Brigands*, and that, in turn, by *La Princesse de Trebizonde*.

In view of the four languages in which theatrical representations in this city will be given during the coming fall and winter, I may perhaps be permitted to make a remark or two respecting the lingual accomplishments of operatic and dramatic critics. I do not believe there is one critic in New York who is equally well acquainted with English, French, German, and Italian. I know that there are very few who have even a moderate acquaintance with more than one of those languages; and it does not require a very great familiarity with the style in which New York musical and dramatic criticisms are written to prove that of the whole number of writers only one or two know how to use English with accuracy, elegance, and force. In these days, when few newspaper-writers are wise enough to appreciate the vastness and importance of the field that is included in musical and dramatic criticism, men no more think of educating themselves to be critics than the working classes, before the public bath-houses were built, thought of taking a daily bath. At this comparatively low stage of criticism, it would be anticipating too much to expect to find a critic who unites to the knowledge of several modern languages a perfect familiarity with the stage at home and abroad. Yet such knowledge and familiarity are necessary to the idea of a first-class critic. The newspaper that does not possess such a critic is weak in that one point, however strong it may be in other points. One or two of the more conscientious of the New York papers try to strengthen their position in this matter by preserving a perfect impersonality in their dramatic columns, and by having special criticisms upon artists speaking a foreign language prepared by writers speaking that language and engaged temporarily. Such a course seems to be inevitable during the approaching season. ALI BABA.

SINGULAR AFFAIR.

Attempted Resuscitation of an Executed Murderer.

Bernard Scop was hung at Norwalk, Ohio, on the 3d instant, for the murder of a man named Jacob Goodman. As soon as the body was cut down an attempt was made in the presence of the officials to restore the hanged man to life. The intent of the law to deprive the murderer of his existence seems to have been entirely lost sight of, and the efforts to bring the wretched creature back into this breathing world were as earnest as but a few minutes before had been the determination to send him out of it. A correspondent of the Cleveland *Leader* thus reports this singular affair:—

The body was carefully lowered to the floor. Sponges at the end of a wire communicating with a battery were rubbed over his body, and at times quick convulsive movements of the limbs were visible. The sponge was placed in his hand, and he grasped it so tight that it was withdrawn with the greatest difficulty. Pressures were made on the chest and sides to induce respiration, and the breathless spectators looked on with awe, doubting whether death would remain master of the body in the face of the scientific applications. It was at first surmised that the neck was not dislocated, and a full examination gave no convincing proofs on this point. The back and neck were rubbed for fifteen minutes and the attempt to revive was then abandoned. The clothes were again placed on the corpse, it was put in the coffin and the remains quietly interred in the Norwalk Cemetery. Mr. C. M. C. Prentice, a student in the Charity College of Cleveland, was very active in the attempts to restore the corpse to life.

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MARRIED.

DAINTY—ROOKSTOOL.—July 23, by Rev. William Cathcart, Mr. LAWRENCE H. DAINTY to Miss ANNA ROOKSTOOL, both of this city.

NEWELL—KILPATRICK.—August 4, 1870, at the residence of the bride's mother, Twenty-third and Pearl streets, by the Rev. Dr. Massey, Mr. JOHN NEWELL to Miss MAGGIE KILPATRICK.

DIED.

HARDY.—On the morning of the 3d of August, HENRY, son of William and Jane Hardy, aged 25 years.

The friends of the family are respectfully invited to attend the funeral, from his parents' residence, No. 424 Belgrade street, on Sunday afternoon at 4 o'clock. To proceed to Palmer-street Ground.

MORRIS.—On the 4th instant, HENRY MORRIS, in the 71st year of his age.

The relatives and friends of the family are respectfully invited to attend his funeral, from the residence of his son-in-law, David Carnathan, Bridgeport, Montgomery county, on Sunday morning at 11 o'clock. Interment at St. David's Church, Manayunk.

NICHOLSON.—On the 4th inst., Mrs. JANE NICHOLSON, wife of James Nicholson, aged 40 years.

The relatives and friends of the family are respectfully invited to attend the funeral, from the residence of her husband, No. 1534 South Fifth street, on Monday afternoon, at 3 o'clock. To proceed to Wharton Street Church vault.

NORTON.—On Thursday, August 4, CHARLES F. NORTON, at his country residence.

The relatives and friends are respectfully invited to attend his funeral, from his late residence, No. 1521 Arch street, on Tuesday morning, the 9th instant, at 10 o'clock.

☞ THE HAHNEMANN MEDICAL COLLEGE OF PHILADELPHIA, August 5, 1870.—At a joint meeting of the Faculty and Board of Trustees of the Hahnemann Medical College, held this day, the following preamble and resolutions were adopted:—

Whereas, We have heard with profound sorrow of the death of our respected President, CHARLES F. NORTON, therefore,

Resolved, That whilst we bow to the will of Him "who doeth all things well," with profound consciousness that in the death of our valued President the Hahnemann Medical College of Philadelphia has sustained a most serious loss, we are not unmindful of the greater affliction of the bereaved family, to whom we extend our heartfelt sympathy.

Resolved, That a transcript of these proceedings be entered upon the records of the College, a copy sent to the family of the deceased, and that they be published in the daily papers.

CONSTANTINE HERING, Chairman.
D. T. PRATT, Secretary.

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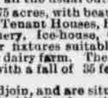
CARRIAGE  BUILDERS,
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One quire of Paper and one pack of Envelopes, stamped, only 30 cents. J. LINERD,
Stationer and Card Engraver,
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WARBURTON'S IMPROVED VENTILATED and easy-fitting Dress Hats (patented), in the improved fashions of the season. CHESNUT Street, next door to the Post Office. rp

THE NEW DOGMA.

Text of the Infallibility Decree.

The following is the full text of the decree of infallibility, translated from the Latin:—

PIUS, BISHOP, *Servant of the Servants of God, with the Approbation of the Holy Council, for an Everlasting Remembrance of the Event:*—The eternal pastor and bishop of our souls, to make perpetual the salutary work of his redemption, resolved to build up the holy Church, in which, as in the house of the living God, all the faithful should be united by the bond of one faith and one charity. Therefore, being glorified, he asked His Father, not only for the Apostles, but also for those who through their word would believe in Him, in order that all might be one as the Son himself and the Father are one. Therefore in the same way as he had sent the Apostles whom he had chosen from the world as he himself had been sent from the Father; thus he wished pastors and teachers to remain in his Church until the consummation of the age. But in order that the Episcopate itself might be one and undivided, and in order that the entire multitude of the faithful, through priests in communion with each other, might be preserved in the oneness of faith and communion, he placed the Blessed Peter above the other Apostles, and instituted in him the perpetual principle and visible foundation of this double unity, in order that upon his fortitude the everlasting temple might be built, and that upon the firmness of his faith might rise the Church, the loftiness of which shall even touch the skies. And because the gates of hell are standing upon all sides, with a hatred every day increasing against the divinely-laid foundation of the Church, in order to overthrow it if it were possible. Therefore we, with the approbation of the Holy Council, deem it necessary for the preservation, the salvation, and the increase of the Catholic flock to propound, in accordance with the ancient and constant faith of the Universal Church, the doctrine concerning the institution, the perpetuity, and the nature of the Holy Apostolic Primacy, in which consists the strength and solidity of the whole Church, as a doctrine which must be believed and held by all, and to proscribe and condemn the contrary errors so pernicious to the flock of the Lord.

CHAPTER I.

On the Institution of the Apostolic Primacy in the Person of the Blessed Peter.

We therefore teach and declare in accordance with the testimonies of the Gospel that the primacy of jurisdiction over the universal Church of God was immediately and directly promised to and conferred upon the blessed Apostle Peter by our Lord Jesus Christ. For to Simon alone, to whom he had said:—Thou shalt be called Cephas, after he had publicly made his confession—to Simon alone the Lord addressed the words:—Blessed art thou Simon Bar Jona because flesh and blood did not reveal this to thee, but my Father who art in Heaven; and I say unto thee, thou art Peter, and upon this rock I shall build my Church, and the gates of hell shall not prevail against her; and to thee I shall give the keys of the kingdom of Heaven; and whatever thou shalt bind upon earth, shall be bound also in Heaven; and whatever thou shalt loosen upon earth shall be loosened also in Heaven. And upon Simon Peter alone, Jesus conferred after his resurrection the jurisdiction of the chief pastor and ruler over his whole sheep-fold, saying, Feed my lambs; feed my sheep. To this so clear doctrine of the sacred Scripture as it has always been understood by the Catholic Church are openly opposed the wicked opinions of those who, perverting the form of government instituted by the Lord Jesus Christ in His Church, deny that Peter alone was invested by Christ with a veritable and proper primacy of jurisdiction above the other apostles, whether viewed individually, or all taken together; or who assert that this same primacy was not immediately and directly conferred upon the Blessed Peter, but upon the Church, and that the latter transferred it to him as the minister of this same Church.

If, therefore, any one should say that the Blessed Apostle Peter was not constituted by our Lord Jesus Christ the Prince of all His Apostles, and the visible chief of the whole Church Militant, or that the same Peter has received directly and immediately from our Lord Jesus Christ only a primacy of honor and not a veritable and proper jurisdiction—let him be anathema.

CHAPTER II.

On the perpetuity of the Primacy of Peter in the Roman Pontiffs.

It is necessary that that which the Prince of Pastors and the Supreme Pastor of the Sheep, Our Lord Jesus Christ, has established in the person of the Blessed Apostle Peter, for the everlasting salvation and the permanent good of the Church, should, through him, remain forever also in the Church, which, founded upon a rock, is to remain firm even to end of ages; for it is not doubtful for any one, yea, it was known in all centuries that the Holy and Most Blessed Peter, the chief and head of the Apostles, and the pillar of faith and the foundation of the Catholic Church, who from Our Lord Jesus Christ and the Saviour and Redeemer of the human race has received the keys of the kingdom, lives, reigns, and judges even down to our times, and forever, in his successors the bishops of the Holy Roman See, which we established by him, and consecrated by his blood. Whoever, therefore, succeeds Peter in this See receives, according to the institution of Christ himself, the primacy of Peter over the whole Church. The economy of truth therefore remains, and the blessed Peter, always retaining the firmness of the rock, which has not relinquished the helm of the Church which had been given to him. For this reason it has always been necessary that every church, that is to say, all the faithful, scattered in all places, should put themselves in communion with the Roman Church, because of its greater preeminence, in order that this See, from which flow upon all the rights of the venerable communion, they may all coalesce into the structure of one body, as the limbs are united in the head.

If, therefore, any one should say that the Blessed Peter had not by the institution of our Lord Jesus Christ himself, or by divine right, perpetual successors in the primacy over the whole Church; or that the Roman Pontiff is not the successor of the Blessed Peter in this same Primacy—let him be anathema.

CHAPTER III.

Of the Nature and Character of the Primacy of the Roman Pontiff.

Therefore, supported by the manifest testimony of the Holy Scriptures, and adhering to the outspoken and clear decrees of our predecessors, the Roman Pontiffs and the General Councils, we renew the definition of the Œcumenical Council of Florence, in virtue of which all the faithful of Christ are obliged to believe that the Holy Apostolic See and the Roman Pontiff have the primacy over the whole world; that the same Roman Pontiff is the successor of the Blessed Peter, the Prince of the Apostles, the true Vicar of Jesus Christ, the Chief of the whole Church, the father and teacher of all Christians, and that to him has been intrusted by our Lord Jesus Christ, in the person of the Blessed Peter, the full power to feed, to rule, and to govern the Universal Church, as is stated in the acts of the Œcumenical Councils and the Sacred Canons.

Therefore we teach and declare that the Roman Church, by the institution of the Lord, has the pre-eminence of ordinary power over all the other churches; and that this truly episcopal power of the jurisdiction of the Roman Pontiff is immediate; that the pastors and the faithful, both individually and taken together, whatever may be their rite and their dignity, are subject to him by the duty of hierarchical subordination and of true obedience; not only in those things which concern the faith and the morals, but also in those which belong to the discipline and the government of the Church scattered throughout the whole universe; so that preserving the unity both of communion and of profession of the same faith with the Roman Pontiff, the Church of Christ is one flock under one Supreme Pastor. Such is the doctrine of the Catholic Truth, from which no one can deviate without losing faith and salvation.

This power of the Supreme Pontiff is far from injuring that ordinary and immediate power of episcopal jurisdiction, by which the bishops, who, instituted by the Holy Ghost, have succeeded the Apostles feed and rule as true pastors, each the particular flock which is assigned to him. Their episcopal power is proclaimed, confirmed, and corroborated by the Supreme and Universal Pastor, according to the Word of Saint Gregory the Great: My honor is the honor of the Universal Church. My honor is the solid strength of my brethren. I am truly honored, when the honor due to every one is not refused to him.

From this supreme power of the Roman Pontiff to govern the Universal Church results for him the right to communicate freely in the exercise of his functions with the pastors and flocks of the whole Church in order that they may have the privilege of being instructed and directed by him in the way of salvation. Therefore we condemn and censure the opinion of those who say that this communication of the supreme head with the pastors and flocks may lawfully be hindered, or who make it subject to the secular power, claiming that the things provided by the Apostolic See, or in virtue of his authority for the government of the Church, have force and authority only when they are confirmed by the agreement of the secular power.

And as the Roman Pontiff, by the divine right of the apostolical primacy, is placed over the Universal Church, we also teach and we declare that he is the supreme judge of the faithful and that recourse may be had to his judgment in all things which belong to ecclesiastical jurisdiction: that on the contrary the judgment of the Apostolical See, above which there is no other authority, cannot be modified by any one, and that no one is permitted to judge its judgment. Those therefore deviate from the right way of truth who assert that it is lawful to appeal from the judgment of the Supreme Pontiffs to an Œcumenical Council as an authority superior to the Roman Pontiff.

If any one, therefore, shall say that the Roman Pontiff has only the charge of inspection and direction, but not the universal and supreme power of jurisdiction over the whole Church, not only in things which pertain to faith and morals but also in matters which pertain to the discipline and government of the Church Universal, or that he has only the greater part and not the plentitude of this supreme power; or that this power which he possesses is not ordinary and immediate, whether it be over all the churches or over each of them, or over all the pastors and all the faithful, or over each of them—let him be anathema.

CHAPTER IV.

Of the Infallible Authority of the Roman Pontiff.

This Holy See has always held, the unbroken custom of the Church proves, and the Œcumenical Councils themselves—those especially in which East and West came together in a union of faith and charity—have declared, that the supreme power of mastership was comprehended by that Apostolic Primacy which the Roman Pontiff received as the successor of Peter, the chief of the apostles. The fathers of the fourth Council of Constantinople, following in the footsteps of their predecessors, put forth this solemn declaration. Safety lies above all in guarding the formula of the true faith, and as the declaration of our Lord Jesus Christ cannot be overlooked, who said:—"Thou art Peter, and on this rock will I build my church;" these things are said to be borne out by results, since in the Apostolic See the Catholic religion has always been kept immaculate, and the sacred doctrine spread abroad. Wishing, therefore, to depart as little as possible from his faith and doctrine, we hope to merit being in the unity of communion which the Apostolic See preaches, in which is the unbroken and real solidity of the Christian religion. With the approbation of the Second Council of Lyons the Greeks have declared that the sacred Roman Church has the sovereign and complete primacy, and preeminence over the Catholic Church Universal, pre-eminence which she truly and humbly acknowledges having received in the person of the blessed Peter, the head or chief of the Apostles, of whom the Roman Pontiff is the successor. And, inasmuch as he is bound more than others to defend the truth of the faith, when any questions of faith are raised these questions ought to be decided by his judgment. Finally, the Council of Florence has determined "That the Roman Pontiff stands forth as the true Vicar of Christ, the head of the whole Church, and the father and teacher of all Christians, and that to him, in the person of the blessed Peter, the full power of nourishing, ruling, and governing the Church universal, has been transmitted from our Lord Jesus Christ."

To fulfil the pastoral function our predecessors have always labored unweariedly, that the doctrine of Christ's salvation might be propagated among all the nations of the earth, and they have watched with equal care that wherever it was once received it might be preserved in sincerity and purity. Wherefore the bishops of the whole world, singly and in synods, following the long custom of the Church and the form of the ancient rule, have referred to this Apostolic See those dangerous questions which arose in matters of faith, that the injuries suffered by faith might be especially made good there, where faith cannot experience diminution. On the other hand, the Roman Pontiffs, as they were admonished by the condition of the times and of affairs, have declared, now in convoking Œcumenical Councils, now in asking the opinion of the Church dispersed throughout the world, sometimes by particular synods, at others when employing the other aids furnished by Divine Providence, that those things must be preserved which, by the aid of God, they have found to be conformable to the Sacred Scripture and the Apostolic traditions. The Holy Spirit has not, in effect, been promised to the successors of Peter, to publish a new doctrine, according to his revelations, but with His assistance to sacredly preserve them and faithfully expound the revelation transmitted by the Apostles, that is to say, the deposit of faith. All the venerable fathers have embraced and all the holy orthodox doctors have venerated and followed their apostolic doctrine, knowing clearly that this see of Peter remains always exempt from error, according to the divine promise of our Saviour, made to the prince of His disciples:—"I have prayed for thee, in order that thy faith fail not; and thee, when thou art converted, confirm thy brothers."

The gift of the truth and of the faith which fails not has therefore been divinely accorded to Peter and to his successors in the chair; in order that acquitting themselves of their eminent charge for the salvation of all; in order that the flock drawn by them from the baneful pastorage of error, to be nourished by heavenly doctrines; and in order that all cause of schism being removed the Church may be conserved entirely in unity and sustained by her foundation, she may maintain herself invulnerable against the gates of hell.

Now at the epoch we are in, there is more need than ever of the salutary efficiency of the apostolic charge, and so many men are found who seek to reduce its authority, we think that it is entirely necessary to solemnly affirm the prerogative that the only Son of God has deigned to join to the supreme pastoral office.

It is because we, holding faithfully to the tradition which ascends to the commencement of the Christain faith, for the glory of God, our Saviour, for the exaltation of the Catholic religion, and the salvation of Christian peoples, we teach and define, with the approbation of the Holy Council, that it is a dogma divinely revealed—that the Roman Pontiff when speaking *ex cathedra*, that is to say, when fulfilling the charge of pastor and doctor of all Christians, in virtue of his supreme apostolical authority, he defines that a doctrine regarding faith or morals ought to be held by the Universal Church; enjoys fully, by the Divine assistance which has been promised him in the person of the blessed Peter, that infallibility which the Divine Redeemer wished his Church to have, in defining his doctrine touching faith or morals; and consequently such definitions of the Roman Pontiff are unchangeable in themselves and not in virtue of the approval of the Church.

If then any one, which may God forbid, have the temerity to contradict our definition, let him be anathema.

SPECIAL NOTICES.

☞ NOTICE IS HEREBY GIVEN THAT AN application will be made at the next meeting of the General Assembly of the Commonwealth of Pennsylvania for the incorporation of a Bank, in accordance with the laws of the Commonwealth, to be entitled THE STATE OF PENNSYLVANIA BANK, to be located at Philadelphia, with a capital of five hundred thousand dollars, with the right to increase the same to ten million dollars.

☞ THE UNION FIRE EXTINGUISHER COMPANY OF PHILADELPHIA

Manufacture and sell the Improved, Portable Fire Extinguisher. Always Reliable.

D. T. GAGE,
5 30 tf No. 116 MARKET St., General Agent.

☞ NOTICE IS HEREBY GIVEN THAT AN application will be made at the next meeting of the General Assembly of the Commonwealth of Pennsylvania for the incorporation of a Bank, in accordance with the laws of the Commonwealth, to be entitled THE ANTHRACITE BANK, to be located at Philadelphia, with a capital of five hundred thousand dollars, with the right to increase the same to two million dollars.

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☞ BATCHELOR'S HAIR DYE.—THIS SPLENdid Hair Dye is the best in the world, the only true and perfect Dye. Harmless—Reliable—Instantaneous—no disappointment—no ridiculous tints—*"Does not contain Lead nor any Vitalic Poison to injure the Hair or System."* Invigorates the Hair and leaves it soft and beautiful; Black or Brown.
Sold by all Druggists and dealers. Applied at the Factory, No. 16 BOND Street, New York. [4 27 mwf]

☞ NOTICE IS HEREBY GIVEN THAT AN application will be made at the next meeting of the General Assembly of the Commonwealth of Pennsylvania for the incorporation of a Bank, in accordance with the laws of the Commonwealth, to be entitled THE IRON BANK, to be located at Philadelphia, with a capital of one hundred thousand dollars, with the right to increase the same to one million dollars.

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☞ NOTICE IS HEREBY GIVEN THAT AN application will be made at the next meeting of the General Assembly of the Commonwealth of Pennsylvania for the incorporation of a Bank, in accordance with the laws of the Commonwealth, to be entitled THE KEYSTONE STATE BANK, to be located at Philadelphia, with a capital of two hundred and fifty thousand dollars, with the right to increase the same to five hundred thousand dollars.

INSTRUCTION.

EDGEHILL, MERCHANTVILLE, N. J., WILL BE opened for SUMMER BOARDERS from July 1 to September 15, 1870.

The House is new and pleasantly located, with plenty of shade. Rooms large and airy, a number of them communicating, and with first-class board.

A few families can be accommodated by applying early.

For particulars call on or address
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H. Y. LAUDERBACH'S ACADEMY, ASSEMBLY BUILDINGS, No. 108 S. TENTH Street. Applicants for the Fall Term will be received on and after August 16. Circulars at Mr. Warburton's, No. 430 Chesnut street. 5 30tf

CHEGARAY INSTITUTE, Nos. 1527 AND 1529 SPRUCE Street, Philadelphia, will reopen on TUESDAY, September 13. French is the language of the family, and is constantly spoken in the institute.
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We are prepared to ship every description of Freight to Philadelphia, New York, Wilmington, and Intermediate points with promptness and despatch. Canal Boats and Steam-tugs furnished at the shortest notice.

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BELMONT HALL,
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IS NOW OPEN.

This favorite resort has been greatly improved and enlarged, and offers superior inducements to those seeking a healthy, quiet, and fashionable retreat for the summer at reduced prices.

7 11 1m D. A. CROWELL, Proprietor.

LAKE GEORGE—LAKE HOUSE, CALDwell, N. Y.—Best of accommodations for families and gentlemen.
Board per day, $3·50; from June 1 to July 1, $14 per week; for the season, $14 to $17·50, according to room; for the months of July and August, $17·50; August, $21.
Open from June 1 to October 20. Address
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First-class Hotel, with every requisite.
Drawing-room and sleeping-cars from New York city, via Hudson River Railroad at 8 A. M. and 6 P. M., without change. Send for circular. 6 6 2m

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The house been greatly enlarged and improved, and offers superior inducements to those seeking a quiet and pleasant home by the sea-side at a moderate price.
Address, E. GRIFFITHS, No. 1004 CHESNUT Street, or Cape May 6 16 2m

TREMONT HOUSE, CAPE MAY, N. J.—This House is now open for the reception of guests. Rooms can be engaged at No. 1903 MOUNT VERNON Street, until July 1.
6 16 2m MRS. E. PARKINSON JONES.

S. W. CLOUD'S COTTAGE FOR BOARDERS FRANKLIN, opposite Hughes street, Cape Island. 7 8 1m*

ATLANTIC CITY.

SURF HOUSE, ATLANTIC CITY, N. J. is now open for the season. Besides the advantage of location this house enjoys, and the fine bathing contiguous to it, a railroad has been constructed since last season to convey guests from the hotel to the beach. The house has been overhauled and refitted throughout, and no pains will be spared to make it, in every particular.
A FIRST-CLASS ESTABLISHMENT.
6 11 2m J. FREAS, Proprietor.

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A new and well-furnished Boarding-house on NORTH CAROLINA Avenue, near the Depot.
Terms to suit.
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NEPTUNE COTTAGE (LATE MANN'S COTTAGE), PENNSYLVANIA Avenue, first house below the Mansion House, Atlantic City, is NOW OPEN to receive Guests. All old friends heartily welcome, and new ones also. MRS. JOHN SMICK,
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ATLANTIC CITY.—ROSEDALE COTTAGE, VIRGINIA, between Atlantic and Pacific avenues, MRS. E. LUNGREN, formerly of THIRTEENTH and ARCH, Proprietress. Board from $10 to $15 per week. 7 11 mwstf

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CAPE MAY, N. J.
The new Atlantic is now open.
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CENTRAL HOUSE,
ATLANTIC CITY, N. J.,
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THE "CHALFONTE," ATLANTIC CITY, N. J., is now open. Railroad from the house to the beach. ELISHA ROBERTS,
6 11 3m Proprietor.

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Is now being made and sold in large numbers both in France and England. Can be had only at the manufactory. This piece of furniture is in the form of a handsome PARLOR SOFA, yet in one minute, without unscrewing or detaching in any way, it can be extended into a beautiful FRENCH BEDSTEAD, with Spring Hair Mattress complete. It has the convenience of a Bureau for holding, is easily managed, and it is impossible for it to get out of order. This Sofa Bedstead requires no props, hinges, feet, or ropes to support it when extended, as all other sofa beds and lounges have, which are all very unsafe and liable to get out of repair, but the Bedstead is formed by simply turning out the ends or closing them when the Sofa is wanted. The price is about the same as a lounge. An examination of this novel invention is solicited.

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REAL ESTATE AT AUCTION.

TRUSTEES' SALE.
ESTATE
OF THE
FREEDOM IRON AND STEEL COMPANY.

The undersigned, Mortgagees and Trustees under the mortgage of the FREEDOM IRON AND STEEL COMPANY, which bears date February 1, 1867, under and pursuant to a request and notice of creditors, given under the provisions of the said mortgage, for default of payment of interest,

Will sell at public sale, at the Philadelphia Exchange, on TUESDAY, the 27th day of September, A. D. 1870, at 12 o'clock noon, by
M. THOMAS & SONS, Auctioneers.

All the lands, tenements, hereditaments, and real estate of whatsoever kind and wheresoever situate and being of the said Freedom Iron and Steel Company, and all the buildings, machine shops, machinery, fixtures, forges, furnaces, grist mill, ore rights, stationary engines, saw mills, railroads and cars of every kind belonging to the said Company granted in mortgage by the said Company to us by the said mortgage, viz.:—

About thirty-nine thousand (39,000) acres of land in Mifflin and Huntingdon counties, Pennsylvania, on which there are erected extensive steel works, four (4) charcoal blast furnaces, and numerous shops and buildings, to wit:—

The property known as the Freedom Iron and Steel Works, in Mifflin county, Pennsylvania, comprising two hundred and eighty-nine (289) acres of land.

One (1) charcoal blast furnace, Bessemer steel converting house, hammer shop, rail and plate mill, steam forge, tyre mill, water-power bloomery, cast-steel works, foundry and machine shops, old forge, smith shop, carpenter shop, store with warehouse attached, mansion house, offices, 64 dwelling houses, saw-mill, lime-kiln, stables and other buildings, with stationery engines, machinery, and fixtures.

Also, the property known as the Greenwood Ore Bank, in Union township, Mifflin county, containing 91 acres of land, and 20 dwelling houses and stables.

Also, the property known as the Week's Saw Mill, in the same county, containing 2352 acres of land, with mill and all the machinery and appurtenances thereof. With two small tracts of land in Derry township, Mifflin county, each containing about one acre, more or less, respectively known as the Cunningham and Ryan lots, and two small tracts of land, containing about one acre and one-fourth of an acre, respectively, known as the Hostetter lot, and the Stroup House and lot, in Union township, Mifflin county.

Also, about 17,400 acres of unseated lands, in Mifflin county.

Also, the right to take ore on the Muthersbaugh farm, in Decatur township, Mifflin county, at a royalty of 25 cents per ton.

Together with about 907 acres of land, in Huntingdon county, known as the Greenwood Furnace tract, with two charcoal blast furnaces, known as the Greenwood Furnaces, with engines and fixtures, with mansion house, 17 stables, carpenter shop, blacksmith shop, 82 dwelling houses, offices and store, one grist mill, with stable and buildings of every description, railroad and ore cars.

Also, the property known as the Monroe Furnace, in Barre township, Huntingdon county, containing about 179 acres of land, with nine dwelling-houses, stables, carpenter shop, smith shop, store and office building.

Also, about 17,200 acres of land, in Huntingdon county (of which 637 acres are seated and partly improved). Together with all and singular the corporate rights, privileges, and franchises of the said Company.

The foregoing properties will be sold in one parcel or lot, in payment of the bonds of the said Freedom Iron and Steel Company, amounting to $500,000, with interest from February 1, 1869, secured by the said mortgage to the trustees, under the terms of which this sale is made, the said mortgage being a first mortgage on the said property. The terms of sale of the property above described will be as follows:—

$2000 in cash, to be paid when the property is struck off. The balance to be paid in cash upon the execution of the deed to the purchaser.

The Trustees will also sell at the same time and place, and under the same request and notice of creditors, all the right, title, and interest of the Trustees, as mortgagees in trust, of, in, and to the following described properties, viz.:—

The property known as the Yoder Farm, in Brown township, Mifflin county, containing 158 acres, 124 perches, composed of two tracts as follows:—

Beginning at stone in road, thence by land of John D. Barr, north 53 degrees east, 102 5-10 perches to stone; thence by land of Joseph B. Zook, north 44¼ degrees west, 202 3-10 perches, to stone; thence by land of John Hooley, south 46¾ degrees west 102 1-10 perches, to stone; thence south 44¼ degrees east, 190 6-10 perches, to the place of beginning—containing one hundred and twenty-five acres and twelve perches net measure.

Also all that other certain tract of land adjoining above, beginning at stone in road, thence up said road, north 44¼ deg. west, 67 5-10 perches, to stone; thence by land of John Hooley, south 45¾ deg. west, 79 6-10 perces to stones; thence by land of David L. Yoder, south 42¾ deg. east, 66 8-10 perches, to stone in road; thence along said road and by land of Gideon Yoder, north 46¾ deg. east, 81 1-10 perches, to the place of beginning—containing thirty-three acres and one hundred and twelve perches, net measure.

The same being subject to mortgage given to secure bonds, amounting to $11,738·34, upon $3800 of which interest is due from April 1, 1869, and on balance of said bonds interest is due from April 1, 1868.

Also, the property known as the Williams farm, as follows:—

All that certain tract of land situate in Derry township, Mifflin county, Pa., bounded and described as follows:—

Beginning at a chesnut, corner of lands of Philip Martz, thence by lands of William Henney and Samuel McManamy, north 37 degrees west, 93½ perches, to a hickory; thence by lands of Samue McManamy, north 17 degrees west, 17 perches; thence by land of James M. Martin, south 75 degrees west, 22 perches, to a post; thence by land of Johnston Sigler, south 57 degrees west, 169 perches to a hickory; thence by lands of Peter Townsend's heirs, south 37 degrees east, 91 perches, to stones; thence by land of heirs of John McDonell, deceased, and Mrs. McIlvain, north 60 degrees east, 98½ perches, to a post; thence by land of Philip Martz, north 70½ degrees east, 89½ perches, to the place of beginning—containing one hundred and seven acres and twenty-nine perches of land, and allowance.

This property is charged with a mortgage, given to secure bonds for $1250, with interest at 6 per cent. per annum, from November 8, 1868.

Also, the property known as the Stroup Ore Bank, in Union township, Mifflin county, containing about nine acres and eighty-nine perches.

The last named property is subject to a mortgage given to secure a bond for $1000, bearing interest at the rate of 6 per cent. per annum from July 28, 1868.

The terms of sale of the last three described properties will be as follows:—

Twenty-five dollars in cash to be paid upon each when they are respectively struck off.

The balance of the purchase money of each to be paid in cash upon the execution of the conveyance to the purchaser.

WISTAR MORRIS,
JAMES T. YOUNG,
ENOCH LEWIS, } Trustees.
M. THOMAS & SONS,
6 27 mth t827 Auctioneers.

FIRE AND BURGLAR PROOF SAFE
J. WATSON & SON,
Of the late firm of EVANS & WATSON,
FIRE AND BURGLAR-PROOF
SAFE STORE,
No. 53 SOUTH FOURTH STREET,
3 15 A few doors above Chesnut st., Philada.

PROPOSALS.

PROPOSALS FOR STAMPED ENVELOPES AND NEWSPAPER WRAPPERS.

POST OFFICE DEPARTMENT, July 11, 1870.

SEALED PROPOSALS will be received until 12 o'clock M., on the 11th day of August, 1870, for furnishing all the "Stamped Envelopes" and "Newspaper Wrappers" which this Department may require during a period of four (4) years, commencing on the 1st day of October, 1870, viz:—

STAMPED ENVELOPES.

No. 1. Note size, 2¾ by 5¼ inches—two qualities.
No. 2. Ordinary letter size, 3 1-16 by 5½ inches—three qualities.
No. 3. Full letter size, 3¾ by 5½ inches—three qualities.
No. 4. Full letter size, (for circulars), ungummed on flap, 3¾ by 5½ inches—one quality.
No. 5. Extra letter size, 3¾ by 6¾ inches—three qualities.
No. 6. Extra letter size, 3¾ by 6¾ inches (for circulars,) ungummed on flap—one quality.
No. 7. Official size, 3 15-16 by 8⅝ inches—two qualities.
No. 8. Extra official size, 4¾ by 10¼ inches—one quality.

STAMPED NEWSPAPER WRAPPERS.

Six and a five-eighths by 9¾ inches (round cut)—one quality.

EMBOSSING, WATER-MARKS, PRINTING, RULING PAPER STYLE OF MANUFACTURE.

All of the above envelopes and Wrappers must be embossed with postage stamps, of such denominations, styles, and colors, must have such water-marks or other devices to prevent imitation, and bear such printing and ruling as the Postmaster-General may direct. The envelopes must be made in the most thorough manner, equal in every respect to the samples furnished to bidders by the Department. The paper must be of approved quality, specially manufactured for the purpose.

Whenever envelopes are order of the styles known as "Black-lined" or "Self-ruled," (lines printed inside, or ruled on the face), the same shall be furnished without additional cost, the contractor to pay all charges for royalty in the use of patented inventions for said lined or ruled envelopes.

DIES.

The dies for embossing the postage stamps on the envelopes and wrappers are to be executed to the satisfaction of the Postmaster-General, in the best style, and they are to be provided, renewed, and kept in order at the expense of the contractor. The Department reserves the right of requiring new dies for any stamps, or denominations of stamps not now used, and any changes of dies or colors shall be made without extra charge.

Before closing a contract the successful bidder may be required to prepare and submit new dies for the approval of the Department. The use of the present dies may or may not be continued.

The dies shall be safely and securely kept by the contractor, and should the use of any of them be temporarily or permanently discontinued they shall be promptly turned over to the Department, or its agent, as the Postmaster-General may direct.

GUM.

The envelopes must be thoroughly and perfectly gummed, the gumming on the flap of each (except for circulars) to be put on by hand not less than half an inch the entire length; the wrappers to be also hand-gummed not less than three-fourths of an inch in width across the end.

SECURITY FROM FIRE AND THEFT.

Bidders are notified that the Department will require, as a condition of the contract, that the envelopes and wrappers shall be manufactured and stored in such a manner as to insure security against loss by fire or theft.

The manufactory must at all times be subject to the inspection of an agent of the Department, who will require the stipulations of the contract to be faithfully observed.

PACKING.

All envelopes and wrappers must be bundled in parcels of twenty-five, and packed in strong pasteboard or straw boxes, securely bound on all the edges and corners with cotton and linen cloth, glued on, each to contain not less than two hundred and fifty of the note and letter sizes, and one hundred each of the official or extra official size, separately. The newspaper wrappers to be packed in boxes, to contain not less than two hundred and fifty each. The boxes are to be wrapped and securely fastened in strong manilla paper, and sealed, so as to safely bear transportation by mail for delivery to postmasters. When two thousand or more envelopes are required to fill the order of a postmaster, the straw or pasteboard boxes containing the same must be packed in strong wooden cases, well strapped with hoop-iron, and addressed; but when less than two thousand are required, proper labels of direction, to be furnished by an agent of the Department, must be placed upon each package by the contractor. Wooden cases, containing envelopes or wrappers, to be transported by water routes, must be provided with suitable water-proofing. The whole to be done under the inspection and direction of an agent of the Department.

DELIVERY.

The envelopes and wrappers must be furnished and delivered with all reasonable despatch, complete in all respects ready for use, and in such quantities as may be required to fill the daily orders of postmasters; the deliveries to be made either at the Post Office Department, Washington, D. C., or at the office of an agent duly authorized to inspect and receive the same; the place of delivery to be at the option of the Postmaster-General, and the cost of delivering, as well as all expense of storing, packing, addressing, labelling, and water-proofing to be paid by the contractor.

SAMPLES.

Specimens of the envelopes and wrappers for which proposals are invited, showing the different qualities and colors of paper required, the cuts, and style of gumming, with blank forms of bids, may be had on application to the Third Assistant Postmaster-General.

This advertisement and a specimen of the sample envelopes and wrapper furnished by the department must be attached to and made part of each bid.

GUARANTEE.

No proposal will be considered unless offered by a manufacturer of envelopes, and accompanied by a satisfactory guarantee signed by at least two responsible parties.

AWARD—AGREEMENT—BONDS.

The contract will be awarded to the lowest responsible bidder for all the envelopes and wrappers, the prices to be calculated on the basis of the number used of the several grades during the last fiscal year, which was as follows:—

Note size	1,468,250
Letter size, first quality	60,467,500
Letter size, second quality	8,956,750
Letter size, second quality (ungummed)	3,618,000
Extra letter size, first quality	5,815,750
Extra letter size, second quality (ungummed)	454,000
Official size	569,900
Extra official size	3,150
Newspaper wrappers	4,956,250
Total	86,289,500

Within ten days after the contract has been awarded, the successful bidder shall enter into an agreement in writing with the Postmaster-General to faithfully observe and keep the terms, conditions and requirements set forth in this advertisement according to their true intent and meaning, and shall make, execute, and deliver, subject to the approval and acceptance of the Postmaster-General, bonds with good and sufficient sureties in the sum of Two Hundred Thousand Dollars ($200,000) as a forfeiture for the faithful performance of said agreement or contract, according to the provisions and subject to the liabilities of the seventeenth section of an act of Congress entitled "An act legalizing and making appropriations for such necessary objects as have been usually included in the general appropriation bills without authority of law, and to fix and provide for certain incidental expenses of the departments and offices of the Government, and for other purposes," (United States Statutes at Large, vol. 5, page 256), approved August 26, 1842, which act provides that in case the contractor shall fail to comply with the terms of his contract, "he and his sureties shall be liable for the forfeiture specified in such contract as liquidated

DANTE ALLIGHIERI IN THE CASTLE OF LIZZANA.

A correspondent of the London *Athenæum* writes as follows:—

About two miles from the romantic town of Roveredo, on the post road from thence to Verona, passing through the Val Lagarina by the course of the winding Adige, rises an abrupt and precipitous mass of limestone, which, on one side, seems to have been violently separated from the strata in its neighborhood; on the other, sinks down by a gradual declivity towards the general level. On the slope of this rock, high above the road, are a few courses of an old wall of rough but regular masonry; they measure about 15 feet in length by 12 in height, and are partly screened by trees: these are the last remains of a once famous castle in which, in the early part of the fourteenth century, Dante Allighieri was an honored guest.

The castle of Lizzana—for thus it is still called—is believed to be as old as the conquest of the Romans, and to have been erected, probably, by the patrician family Licinia, from whom its name is thought to have been derived. In the time of the Lombards, it was held by Ragilone di Lagara. In 1014, the Emperor Henry the Second was entertained here on his way back to Germany. In the twelfth century, the Guelph Jacopino, Count of Lizzana and lord of Roveredo, resided here: he was overpowered by the Ghibellines, but subsequently returned to the castle, and became Seignor of all the valley of Lagaro. On his death, the lordship passed, by the marriage of his daughter and heir, into the noble family of Castelbarco. There, from the twelfth to the fifteenth century, the Counts of Castelbarco held their brilliant courts.

The Venetians, in 1439, put an end to them and to the castle at the same time. The republic occupied Roveredo, and, desirous to obtain Lizzana, accused the Count, who then possessed it, of bad faith—a vulgar trick of tyrants in all ages. To the meek remonstrance of the Count, the Venetians replied with their artillery; and the venerable castle never recovered from the rough treatment it then received. The Counts of Castelbarco, in the thirteenth and fourteenth centuries, were intimately connected with the reigning lords of Verona. Guglielmo da Castelbarco was the chief friend of Alberto della Scala, who succeeded his brother Mastino as ruler of Verona in 1277. In 1285, Guglielmo was appointed by Alberto Podesta of Verona: in 1288 he was re-elected, and confirmed again in the office in 1289; in 1300 Alberto appointed him his vicar in the valleys of the Giudicarie; in 1302, at the urgent desire of the Bishop of Trent, he went to Verona to endeavor to negotiate a peace with Bartolomeo della Scala, the eldest son and successor of Alberto, and by his personal influence with the Scaligeri, and his courteous and amiable manners, accomplished a difficult and delicate undertaking, much to the satisfaction of the pugnacious prelate, who sorely repented him, says the historian Girolamo dalla Corte, of the turmoil and contests he had excited. On the death of Bartolomeo della Scala, in 1304, his brother Alboino succeeded him, and, four years later, at his particular desire, his younger brother, Can Francesco, better known as Can Grande, was joined with him in authority. Alboino was of a meek and timid spirit, and much averse to military pursuits, in which his younger brother delighted. It is highly probable that, even before this, Can Grande had been of much assistance to Alboino, and had made his influence felt at court. By both of them Guglielmo da Castelbarco was held in the highest esteem; he was, we are told by Dalla Corte, their chief councillor, and no undertaking of importance was engaged in, no decision come to, without first taking his advice. When in Verona, the Count was probably an inmate of the palace of the Scaligeri, and there made, as circumstances would show, the acquaintance and friendship of the exiled poet.

At what precise period, however, Dante availed himself of the invitation of Guglielmo to visit him in his castle of Lizzana, cannot be fixed with such chronological accuracy as some other of the poet's whereabouts, and depends on a previous question, on which his biographers have been much divided, as to when it was that Dante came to regard Verona as his second home. In all probability, this was not till after the capitulation of the chiefs of the Bianchi and their Ghibelline friends in the castle of Montaccianico, in Mugello, in the summer of 1306. Up to this time Dante had lived in hope of restoration to Florence by force of arms or political changes, and moved about with a sort of ubiquity, being found wherever his personal influence might help to promote his object. But after this capitulation, his honor and his interests would dictate another course; and then Verona became his chief *ostello*. Yet there is satisfactory historical evidence to show that he had visited the Scaligeri before this period, and may have made some sojourn at their court. In 1308-9 Dante left Italy for France, and remained abroad about two years, visiting Belgium, and probably England, and returning back through Germany. We may trace his footsteps in the cantos of his Divina Commedia. His visit to the castle of Lizzana and the Val Lagarina may have been between 1304 and 1306, or after that, but before 1308. It does not appear that he was asked to sign as a witness any document on the occasion, to which reference might afterwards be made: he did not write his name on any piece of perishable parchment, nor did he carve his initials on the crumbling surface of the limestone rock; but he did what was much more enduring: he left an everlasting record of his visit in the imperishable verses of his divine poem. His graphic description, in a few words, of the Slavino di Marco, as seen from the summit of the slope on which the remains of the castle of Lizzana stand, attest his presence here, and will, so long as Italy shall last.

From no other site than this commanding point of view can the astonished visitor survey the stupendous ruin of the limestone strata, and take in at a glance all the features which Dante has so artistically described (see the twelfth canto of the Inferno, verses 4–10.) The authority of chroniclers and local historians, and the traditions of the neighborhood, however well authenticated, might, perhaps, be disputed, but Dante's own record supersedes them all.

The castle of Lizzana could once accommodate a garrison of five hundred men, but its defenders have now dwindled down to two or three farm-servants only; yet, on visiting the castle last autumn, I found the place still almost impregnable, and after having battered away on the wooden gates with a heavy stone for nearly half an hour, I should have been forced to raise the siege, had not an active and obliging lad who was tending sheep on the green hill-side volunteered to scale the outer wall and surprise the guards within, which he did, when one of them came and opened the gates. From Roveredo it is a pleasant walk to this interesting relic in the Val Lagarina; we follow the main road as far as the Madonna del Monte, and then strike off to the left hand by the path which skirts along the side of the hill, gradually ascending till we reach the castle.

Guglielmo da Castelbarco was a generous-minded and benevolent man, and there was much in his character to entitle him to the esteem of Dante. He was also a liberal benefactor to Verona. In 1307 he began to erect, at his own expense, the magnificent church of S. Anastasia, and the convent at the side. In 1313 he undertook to rebuild the Monastery of the Saints Fermo and Rustico.

English visitors to Verona are, for the most part, familiar with the last memorial of this exemplary Count, the elegant monument over the entrance to the convent in front of the Albergo delle Due Torri; it consists of a sarcophagus beneath a semi-gothic canopy, after the Veronese fashion; on the sarcophagus is a reclining figure, which the guide-books pass over irreverently as scarcely worth noticing; but those who love to cherish the memory of the good and great will gaze on the marble effigy with devout interest when they remember that the recumbent figure represents the noble Guglielmo da Castelbarco, once the friend of Dante Allighieri.

LUMBER.

1870 SPRUCE JOIST. SPRUCE JOIST. HEMLOCK. HEMLOCK. 1870

1870 SEASONED CLEAR PINE. SEASONED CLEAR PINE. CHOICE PATTERN PINE. SPANISH CEDAR, FOR PATTERNS. RED CEDAR. 1870

1870 FLORIDA FLOORING. FLORIDA FLOORING. CAROLINA FLOORING. VIRGINIA FLOORING. DELAWARE FLOORING. ASH FLOORING. WALNUT FLOORING. FLORIDA STEP BOARDS. RAIL PLANK. 1870

1870 WALNUT BOARDS AND PLANK. WALNUT BOARDS AND PLANK. WALNUT BOARDS. WALNUT PLANK. 1870

1870 UNDERTAKERS' LUMBER. UNDERTAKERS' LUMBER. RED CEDAR. WALNUT AND PINE. 1870

1870 SEASONED POPLAR. SEASONED CHERRY. ASH. WHITE OAK PLANK AND BOARDS, HICKORY. 1870

1870 CIGAR BOX MAKERS' CIGAR BOX MAKERS' SPANISH CEDAR BOX BOARDS, FOR SALE LOW. 1870

1870 CAROLINA SCANTLING. CAROLINA H. T. SILLS. NORWAY SCANTLING. 1870

1870 CEDAR SHINGLES. CYPRESS SHINGLES. MAULE, BROTHER & CO., No. 2500 SOUTH Street. 1870

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PANEL PLANK, ALL THICKNESSES.—COMMON PLANK, ALL THICKNESSES. 1 COMMON BOARDS. 1 and 2 SIDE FENCE BOARDS. WHITE PINE FLOORING BOARDS. YELLOW AND SAP PINE FLOORINGS, 1¼ and 4/4 SPRUCE JOIST, ALL SIZES. HEMLOCK JOIST, ALL SIZES. PLASTERING LATH A SPECIALTY. Together with a general assortment of Building Lumber for sale low for cash. T. W. SMALTZ, 5 31 6m No. 1715 RIDGE avenue, north of Poplar St.

BUILDING MATERIALS.

R. R. THOMAS & CO., DEALERS IN Doors, Blinds, Sash, Shutters WINDOW FRAMES, ETC., N. W. CORNER OF EIGHTEENTH and MARKET Streets 4 12 12m PHILADELPHIA.

FURNACES.

Established in 1835.

Invariably the greatest success over all competition whenever and wherever exhibited or used in the UNITED STATES.

CHARLES WILLIAMS' Patent Golden Eagle Furnaces,

Acknowledged by the leading Architects and Builders to be the most powerful and durable Furnaces offered, and the most prompt, systematic, and largest house in this line of business.

HEAVY REDUCTION IN PRICES,

and only first-class work turned out.

Nos. 1132 and 1134 MARKET Street, PHILADELPHIA.

N. B.—SEND FOR BOOK OF FACTS ON HEAT AND VENTILATION. 6 22 4m

ROOFING.

PHILADELPHIA Painting and Roofing Co.

TIN ROOFS REPAIRED.

All leakages in Roofs warranted to be made perfectly tight.

SPENCER'S GUTTA-PERCHA PAINT

Will preserve Tin Roofs from Rusting and Leaking, and warranted to stand ten years without repainting.

This is the only Paint that will not crack or peel off. It is Elastic Paint; it expands and contracts with the tin, and leaves no cracks or seams open for water to get through.

IRON FENCES PAINTED WITH SPENCER'S PATENT IRON PAINT, made expressly for iron work, warranted not to crack or peel off; will retain its beautiful gloss for five years.

All work warranted.

All orders promptly attended to. Address

PHILADELPHIA PAINTING AND ROOFING COMPANY, 7 14 3m No. 53 N. SIXTH St., Philadelphia.

READY ROOFING.—This Roofing is adapted to all buildings. It can be applied to STEEP OR FLAT ROOFS at one-half the expense of tin. It is readily put on old Shingle Roofs without removing the shingles, thus avoiding the damaging of ceilings and furniture while undergoing repairs. (No gravel used.) PRESERVE YOUR TIN ROOFS WITH WELTON'S ELASTIC PAINT.

I am always prepared to Repair and Paint Roofs at short notice. Also, PAINT FOR SALE by the barrel or gallon; the best and cheapest in the market.

W. A. WELTON, 2 17§ No. 711 N. NINTH St., above Coates.

WHISKY, WINE, ETC.

CARSTAIRS & McCALL, No. 126 Walnut and 21 Granite Sts. IMPORTERS OF Brandies, Wines, Gin, Olive Oil, Etc., WHOLESALE DEALERS IN PURE RYE WHISKIES. IN BOND AND TAX PAID. 2 8 2p

WILLIAM ANDERSON & CO., DEALERS in Fine Whiskies, No. 146 North SECOND Street, Philadelphia.

RAILROAD LINES.

READING RAILROAD—GREAT TRUNK LINE from Philadelphia to the interior of Pennsylvania, the Schuylkill, Susquehanna, Cumberland, and Wyoming Valleys, the North, Northwest, and the Canadas.

SPRING ARRANGEMENT Of Passenger Trains, May 16, 1870.

Leaving the Company's Depot at Thirteenth and Callowhill streets, Philadelphia, at the following hours:—

MORNING ACCOMMODATION.

At 7:30 A. M. for Reading and all intermediate stations, and Allentown. Returning, leaves Reading 2:35 P. M.; arrives in Philadelphia at 9:25 P.M.

MORNING EXPRESS.

At 8:15 A. M. for Reading, Lebanon, Harrisburg Pottsville, Pinegrove, Tamaqua, Sunbury, Williamsport, Elmira, Rochester, Niagara Falls, Buffalo, Wilkesbarre, Pittston, York, Carlisle, Chambersburg, Hagerstown, etc.

The 7:30 A. M. train connects at READING with East Pennsylvania Railroad trains for Allentown, etc., and the 8:15 A. M. train connects with the Lebanon Valley train for Harrisburg, etc.; at PORT CLINTON with Catawissa Railroad trains for Williamsport, Lock Haven, Elmira; etc.; at HARRISBURG with Northern Central, Cumberland Valley, and Schuylkill and Susquehana trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc.

AFTERNOON EXPRESS.

Leaves Philadelphia at 3:30 P. M. for Reading Pottsville, Harrisburg, etc.; connecting with Reading and Columbia Railroad trains for Columbia, etc

POTTSTOWN ACCOMMODATION.

Leaves Pottstown at 6:25 A. M., stopping at intermediate stations; arrives in Philadelphia at 8:40 A. M. Returning, leaves Philadelphia at 4:00 P. M.; arrives in Pottstown at 6:15 P. M.

READING AND POTTSVILLE ACCOMMODATION.

Leave Pottsville at 5:40 A. M. and 4:20 P. M., and Reading at 7:30 A. M. and 6:35 P. M., stopping at all way stations; arrive in Philadelphia at 10:20 A. M. and 9:25 P. M.

Returning, leaves Philadelphia at 5:15 P. M.; arrives in Reading at 7:55 P. M., and at Pottsville at 9:40 P. M.

Morning Express trains for Philadelphia leave Harrisburg at 8:10 A. M., and Pottsville at 9 A. M., arriving in Philadelphia at 1 P. M. Afternoon Express trains leave Harrisburg at 2:50 P. M., and Pottsville at 2:50 P. M., arriving at Philadelphia at 7:00 P. M.

Harrisburg Accommodation leaves Reading at 7:15 A. M. and Harrisburg at 4:10 P. M. Connecting at Reading with Afternoon Accommodation south at 6:35 P. M., arriving in Philadelphia at 9:25 P. M.

Market train, with a passenger car attached, leaves Philadelphia at 12:30 noon, for Reading and all way stations; leaves Pottsville at 5:40 A. M., connecting at Reading with accommodation train for Philadelphia and all way stations.

All the above trains run daily, Sundays excepted.

Sunday trains leave Pottsville at 8 A. M., and Philadelphia at 8:15 P. M. Leave Philadelphia for Reading at 8 A. M.; returning from Reading at 4:25 P. M. These trains connect both ways with Sunday trains on Perkiomen and Colebrookdale Railroads.

CHESTER VALLEY RAILROAD.

Passengers for Downingtown and intermediate points take the 7:30 A. M., 12:30, and 4:00 P. M. trains from Philadelphia. Returning from Downingtown at 6:20 A. M., 12:45, and 5:15 P. M.

PERKIOMEN RAILROAD.

Passengers for Schwenksville take 7:30 A. M., 12:30, and 5:15 P. M. trains from Philadelphia, returning from Schwenksville at 6:45 and 8:05 A. M., 12:45 noon, and 4:15 P. M. Stage lines for various points in Perkiomen Valley connect with trains at Collegeville and Schwenksville.

COLEBROOKDALE RAILROAD.

Passengers for Mount Pleasant and intermediate points take the 7:30 A. M. and 4:00 P. M. trains from Philadelphia, returning from Mt. Pleasant at 7:00 and 11:00 A. M.

NEW YORK EXPRESS FOR PITTSBURG AND THE WEST.

Leave New York at 9:00 A. M. and 5:00 P. M., passing Reading at 1:40 and 10:05 P. M., and connecting at Harrisburg with Pennsylvania and Northern Central Railroad Express trains for Pittsburg, Chicago, Williamsport, Elmira, Baltimore, etc.

Returning Express train leaves Harrisburg on arrival of Pennsylvania Express from Pittsburg at 5:35 A. M. and 8:50 A. M., passing Reading at 7:23 A. M. and 10:40 A. M., arriving at New York 12:05 noon and 3:50 P. M. Sleeping cars accompany these trains through between Jersey City and Pittsburg without change.

A Mail train for New York leaves Harrisburg at 8:10 A. M. and 2:50 P. M. Mail train for Harrisburg leaves New York at 12 M.

SCHUYLKILL VALLEY RAILROAD.

Trains leave Pottsville at 6:30 and 11:30 A. M., and 5:50 P. M., returning from Tamaqua at 8:26 A. M., and 1:40 and 4:50 P. M.

SCHUYLKILL AND SUSQUEHANNA RAILROAD.

Trains leave Auburn at 8:55 A. M. for Pinegrove and Harrisburg, and at 12:05 noon for Pinegrove, Tremont, and Brookside, returning from Harrisburg at 3:40 P. M., from Brookside at 3:45 P. M., and from Tremont at 6:25 A. M. and 5:05 P. M.

TICKETS.

Through first-class tickets and emigrant tickets to all the principal points in the North and West and Canadas.

Excursion Tickets from Philadelphia to Reading and intermediate stations, good for one day only, and sold by Morning Accommodation Market Train, Reading and Pottstown Accommodation Trains, at reduced rates.

Excursion Tickets to Philadelphia, good for one day only, are sold at Pottsville and intermediate stations by Reading and Pottsville and Pottstown Accommodation Trains, at reduced rates.

The following tickets are obtainable only at the office of F. Brotherton, Treasurer, No. 227 S. Fourth street, Philadelphia, or of G. A. Nicolls, General Superintendent, Reading.

COMMUTATION TICKETS.—At 25 per cent. discount, between any points desired, for families and firms.

MILEAGE TICKETS.—Good for 2000 miles, between all points, at $47·00 each, for families and firms.

SEASON TICKETS.—For one, two, three, six, nine, or twelve months, for holders only, to all points, at reduced rates.

CLERGYMEN residing on the line of the road will be furnished with cards entitling themselves and wives to tickets at half fare.

EXCURSION TICKETS from Philadelphia to principal stations, good for Saturday, Sunday, and Monday, at reduced fares, to be had only at the Ticket Office, at Thirteenth and Callowhill streets.

FREIGHT.—Goods of all descriptions forwarded to all the above points from the Company's new freight depot, Broad and Willow streets.

MAILS close at the Philadelphia Post Office for all places on the road and its branches at 6 A. M., and for the principal stations only at 2 15 P. M.

FREIGHT TRAINS leave Philadelphia daily at 4:35 A. M., 12:30 noon, 5 and 7:15 P. M., for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, and points beyond.

BAGGAGE.—Dungan's Express will collect baggage for all trains leaving Philadelphia Depot. Orders can be left at No. 225 S. FOURTH Street, or at the Depot, THIRTEENTH and CALLOWHILL Streets.

WEST CHESTER AND PHILADELPHIA RAILROAD COMPANY.

On and after MONDAY, April 4, 1870, trains will leave from the Depot, THIRTY-FIRST and CHESNUT, as follows:—

FROM PHILADELPHIA.

6 45 A.M., for B. C. Junction, stops at all stations.
7:15 A.M., for West Chester, stops at all stations west of Media (except Greenwood), connecting at B. C. Junction for Oxford, Kennett, Port Deposit, and stations on the P. and B. C. R. R.
9:40 A. M. for West Chester stops at all stations.
11:50 A. M. for B. C. Junction stops at all stations.
2:30 P. M. for West Chester stops at all stations.
4:15 P. M. for B. C. Junction stops at all stations.
4:45 P. M. for West Chester stops at all stations west of Media (except Greenwood), connecting at B. C. Junction for Oxford, Kennett, Port Deposit, and all stations on the P. & B. C. R. R.
5:30 P. M. for B. C. Junction. This train commences running on and after June 1, 1870, stopping at all stations.
6:55 P. M. for West Chester stops at all stations.
11:30 P. M. for West Chester stops at all stations.

FOR PHILADELPHIA.

5:25 A. M. from B. C. Junction stops at all stations.
6:30 A. M. from West Chester stops at all stations.
7:40 A. M. from West Chester stops at all stations between W. C. and Media (except Greenwood), connecting at B. C. Junction for Oxford, Kennett, Port Deposit, and all stations on the P. & B. C. R. R.
8:15 A. M. from B. C. Junction stops at all stations.
10:00 A. M. from West Chester stops at all stations.
1:05 P. M. from B. C. Junction stops at all stations.
1:55 P. M. from West Chester stops at all stations.
4:55 P. M. from West Chester stops at all stations, connecting at B. C. Junction for Oxford, Kennett, Port Deposit, and all stations on the P. & B. C. R. R.
6:55 P. M. from West Chester stops at all stations, connecting at B. C. Junction with P. & B. C. R. R.
9:00 P. M. from B. C. Junction. This train commences running on and after June 1st, 1870, stopping at all stations.

ON SUNDAYS,

8:05 A. M. for West Chester stops at all stations, connecting at B. C. Junction with P. & B. C. R. R.
2:30 P. M. for West Chester stops at all stations.
4:30 A. M. from West Chester stops at all stations.
7:50 P. M. from West Chester stops at all stations, connecting at B. C. Junction with P. & B. C. R. R.

W. C. WHEELER, Sup't.

RAILROAD LINES.

1870.—FOR NEW YORK—THE CAMDEN and Amboy and Philadelphia and Trenton Railroad Companies' lines from Philadelphia to New York and Way Places.

FROM WALNUT STREET WHARF.

At 6:30 A. M., Accommodation, and 2 P. M., Express, via Camden and Amboy, and at 8 A. M., Express Mail, and 3:30 P. M., Accommodation, via Camden and Jersey City.

VIA NEW JERSEY SOUTHERN RAILROAD.

At 7 A. M. and 3:30 P. M. for New York, Long Branch, and intermediate places.

At 6 P. M., for Amboy and intermediate stations.

At 6:30 A. M., 2 and 3:30 P. M. for Freehold.

At 8 and 10 A. M., 12 M., 2, 3:30, and 6 P. M. for Trenton.

At 6:30, 8, and 10 A. M., 12 M., 2, 3:30, 5, 6, 8, and 11:30 P. M. for Bordentown, Florence, Burlington, Beverly, Delanco, and Riverton.

At 6:30 and 10 A. M., 12 M., 3:30, 5, 6, 8, and 11:30 P. M. for Edgewater, Riverside, Riverton, and Palmyra.

At 6:30 and 10 A. M., 12 M., 5, 6, 8, and 11:30 P. M. for Fish House.

The 11:30 P. M. line leaves from Market Street Ferry (upper side).

FROM KENSINGTON DEPOT.

At 7:30 A. M., 2:30, 3:30, and 5, P. M. for Trenton and Bristol, and at 10:45 A. M. and 6 P. M. for Bristol.

At 7:30 A. M., 2:30, and 5 P. M. for Morrisville and Tullytown.

At 7:30 and 10:45 A. M., 2:30, 5, and 6 P. M. for Schenck's, Eddington, Cornwells, Torresdale, and Holmesburg Junction.

At 7 A. M., 12:30, 5:15, and 7:30 P. M. for Bustleton, Holmesburg, and Holmesburg Junction.

At 7 and 10:45 A. M., 12:30, 2:30, 5:15, 6, and 7:30 P. M. for Tacony, Wissinoming, Bridesburg, and Frankford.

FROM WEST PHILADELPHIA DEPOT, Via Connecting Railroad.

At 7 and 9:30 A. M., 12:45, 6:45, and 12 P. M., New York Express Lines, and at 11:30 P. M., Emigrant Line, via Jersey City.

At 7 and 9:30 A. M., 12:45, 6:45, and 12 P. M. for Trenton and Bristol.

At 12 P. M. (night) for Morrisville, Tullytown, Schenck's, Eddington, Cornwells, Torresdale, Holmesburg Junction, Tacony, Wissinoming, Bridesburg, and Frankford.

The 9:30 A. M., 6:45 and 12 P. M. Lines will run daily. All others Sundays excepted.

Sunday Lines leave at 9:30 A. M., 6 46 P. M., and 12 night.

BELVIDERE DELAWARE RAILROAD LINES, FROM KENSINGTON DEPOT.

At 7:30 A. M. for Niagara Falls, Buffalo, Dunkirk, Elmira, Ithaca, Owego, Rochester, Binghamton, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre, Schooley's Mountain, etc.

At 7:30 A. M. and 3:30 P. M. for Scranton, Stroudsburg, Water Gap, Belvidere, Easton, Lambertville, Flemington, etc. The 3:30 P. M Line connects direct with the train leaving Easton for Mauch Chunk, Allentown, Bethlehem, etc.

At 5 P. M. for Lambertville and intermediate stations.

CAMDEN AND BURLINGTON COUNTY AND PEMBERTON AND HIGHTSTOWN RAILROADS.

FROM MARKET STREET FERRY (UPPER SIDE).

The 7 A. M. and 3:30 P. M. Lines leave from Walnut street wharf.

At 7 and 9 A. M., 1, 2:15, 3:30, 5, and 6:30 P. M., and on Thursday and Saturday nights at 11:30 P. M. for Merchantsville, Moorestown, Hartford, Masonville, Hainesport, and Mount Holly.

At 7 A. M., 2:15 and 6:30 P. M. for Lumberton and Medford.

At 7 and 9 A. M., 1, 3:30, and 5 P. M. for Smithville, Ewansville, Vincentown, Birmingham, and Pemberton.

At 7 and 10 A. M., 1 and 3:30 P. M. for Lewistown, Wrightstown, Cookstown, New Egypt, and Hornerstown.

At 7 A. M., 1 and 3:30 P. M. for Cream Ridge, Imlaystown, Sharon, and Hightstown.

August 1, 1870. WM. H. GATZMER, Agent.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.—TIME TABLE.

COMMENCING MONDAY, JUNE 6, 1870.

Trains will leave Depot, corner of Broad street and Washington avenue, as follows:—

Way Mail Train at 8:30 A. M. (Sundays excepted), for Baltimore, stopping at all regular stations. Connecting at Wilmington with Delaware Railroad Line, at Clayton with Smyrna Branch Railroad and Maryland and Delaware Railroad, at Harrington with Junction and Breakwater Railroad, at Seaford with Dorchester and Delaware Railroad, at Delmar with Eastern Shore Railroad, and at Salisbury with Wicomico and Pocomoke Railroad.

Express Train at 11:45 A. M. (Sundays excepted), for Baltimore and Washington, stopping at Wilmington, Perryville, and Havre-de-Grace. Connects at Wilmington with train for New Castle.

Express Train at 4 P. M. (Sundays excepted), for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newport, Stanton, Newark, Elkton, North East, Charlestown, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chase's and Stemmer's Run.

Night Express at 11:30 P. M. (Daily), for Baltimore and Washington, stopping at Chester, Linwood, Claymont, Wilmington, Newark, Elkton, North East, Perryville, Havre-de-Grace, Perryman's, and Magnolia.

Passengers for Fortress Monroe and Norfolk will take the 11:45 A. M. train.

WILMINGTON TRAINS.

Stopping at all stations between Philadelphia and Wilmington.

Leave Philadelphia at 11:00 A. M., 2:30, 5:00, and 7:00 P. M. The 5:00 P. M. train connects with Delaware Railroad for Harrington and intermediate stations.

Leave Wilmington 6:45 and 8:10 A. M., 2:00, 4:00, and 7:15 P. M. The 8:10 A. M. train will not stop between Chester and Philadelphia. The 7:15 P. M. train from Wilmington runs daily; all other accommodation trains Sundays excepted.

Trains leaving Wilmington at 6:45 A. M. and 4:00 P. M. will connect at Lamokin Junction with the 7:00 A. M. and 4:30 P. M. trains for Baltimore Central Railroad.

From Baltimore to Philadelphia.—Leave Baltimore 7:25 A. M., Way Mail; 9:00 A. M., Express; 2:35 P. M., Express; 7:25 P. M., Express.

SUNDAY TRAIN FROM BALTIMORE.

Leaves Baltimore at 7:25 P. M., stopping at Magnolia, Perryman's, Aberdeen, Havre-de-Grace, Perryville, Charlestown, North East, Elkton, Newark, Stanton, Newport, Wilmington, Claymont, Linwood, and Chester.

On Sundays, leave Philadelphia for West Grove and intermediate stations at 8:00 A. M.; returning, left West Grove at 3:55 P. M.

Through tickets to all points West, South, and Southwest may be procured at ticket office, No. 828 Chesnut street, under Continental Hotel, where also State Rooms and Berths in Sleeping Cars can be secured during the day. Persons purchasing tickets at this office can have baggage checked at their residence by the Union Transfer Company.

H. F. KENNEY, Superintendent.

NEW JERSEY SOUTHERN RAILROAD LINE. NEW ROUTE BETWEEN NEW YORK AND PHILADELPHIA VIA LONG BRANCH.

AN ACCOMMODATION TRAIF in the morning and AN EXPRESS TRAIN in the Afternoon from each end of the route. THE EXPRESS TRAIN will be furnished with SPLENDID PALACE CARS. NO CHANGE OF CARS BETWEEN PHILADELPHIA AND SANDY HOOK. ASK FOR TICKETS VIA PEMBERTON AND LONG BRANCH.

ON AND AFTER MONDAY, July 4, 1870, trains will run as follows:—

LEAVE NEW YORK, from Pier No. 28 NORTH River, foot of Murray street, at 6:45 A. M. Accommodation and 4:30 P. M. Express.

LEAVE PHILADELPHIA, from foot of WALNUT Street, at 7:00 A. M. Accommodation and 3:30 P. M. Express.

The NARRAGANSETT STEAMSHIP COMPANY'S Magnificent Steamers "Plymouth Rock" and "Jesse Hoyt" have been fitted up expressly for this business, the former with *unequalled accommodations*, and will make the connection between New York and Sandy Hook.

Passengers by this route can be served with BREAKFAST or DINNER on the EUROPEAN PLAN *in a style unsurpassed by any Hotel in America.*

Fare between Philadelphia and New York.....$3·00
" " " " Long Branch... 2·50

For particulars as to connections for TOM'S RIVER, RED BANK, and all way stations, see the "Traveller's" and "Appleton's Guides."

6 27 C. L. KIMBALL, Superintendent.

THE PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD. CHANGE OF HOURS.

On and after MONDAY, April 4, 1870, trains will run as follows:—

LEAVE PHILADELPHIA, from depot of P., W. & B. R. R. Company, corner Broad street and Washington avenue—

For PORT DEPOSIT at 7 A. M. and 4:30 P. M.

For OXFORD, at 7 A. M., 4:30 P. M. and 7 P. M.

For CHADD'S FORD AND CHESTER CREEK R. R. at 7 A. M., 10 A. M., 2:30 P. M., 4:30 P. M., and 7 P. M.

Train leaving Philadelphia at 7 A. M. connects at Port Deposit with train for Baltimore.

Trains leaving Philadelphia at 10 A. M. and 4:30 P. M., leaving Oxford at 6:05 A. M., and leaving Port Deposit at 9:25 A. M., connect at Chadd's Ford Junction with WILMINGTON & READING R. R.

4 2

RAILROAD LINES.

PENNSYLVANIA CENTRAL RAILROAD.

AFTER 8 P. M., SUNDAY, JULY 10, 1870.

The trains of the Pennsylvania Central Railroad leave the Depot, at THIRTY-FIRST and MARKET Streets, which is reached directly by the Market street cars, the last car connecting with each train leaving Front and Market streets thirty minutes before its departure. The Chesnut and Walnut streets cars run within one square of the Depot.

Sleeping-car tickets can be had on application at the Ticket Office, N. W. corner Ninth and Chesnut streets, and at the Depot.

Agents of the Union Transfer Company will call for and deliver baggage at the depot. Orders left at No. 901 Chesnut street, or No. 116 Market street, will receive attention.

TRAINS LEAVE DEPOT.

Mail Train	8:00 A M.
Paoli Accommodation, 10 A. M. & 12:50 and	7:10 P. M.
Fast Line	12:30 P. M.
Erie Express	11:00 A. M.
Harrisburg Accommodation	2:30 P. M.
Lancaster Accommodation	4:10 P. M.
Parkesburg Train	5:30 P. M.
Cincinnati Express	8:00 P. M.
Erie Mail and Pittsburg Express	10:30 P. M.
Way Passenger	11:50 P. M.

Erie Mail leaves daily, except Sunday, running on Saturday night to Williamsport only. On Sunday night passengers will leave Philadelphia at 8 o'clock. Fittsburg Express, leaving on Saturday night, runs only to Harrisburg.

Cincinnati Express leaves daily. All other trains daily except Sunday.

The Western Accommodation Train runs daily, except Sunday. For this train tickets must be procured and baggage delivered by 5 P. M. at No. 116 Market street.

Sunday Train No. 1 leaves Philadelphia at 8:40 A. M.; arrives at Paoli at 9:40 A. M. Sunday Train No. 2 leaves Philadelphia at 6:40 P. M.; arrives at Paoli at 7:40 P. M.

Sunday Train No. 1 leaves Paoli at 6:50 A. M.; arrives at Philadelphia at 8:10 A. M. Sunday Train No. 2 leaves Paoli at 4:50 P. M.; arrives at Philadelphia at 6:10 P. M.

TRAINS ARRIVE AT DEPOT.

Cincinnati Express	3:10 A. M.
Philadelphia Express	6:30 A. M.
Erie Mail	6:30 A. M.
Paoli Accommodat'n, 9:40 A. M. & 3:30 &	6:40 P. M.
Parkesburg Train	9:00 A. M.
Fast Line and Buffalo Express	9:35 A. M.
Lancaster Train	11:55 A. M.
Erie Express	6:40 P. M.
Lock Haven and Elmira Express	9:40 P. M.
Pacific Express	12:20 P. M.
Harrisburg Accommodation	9:40 P. M.

For further information apply to JOHN F. VANLEER, Jr., Ticket Agent. No. 901 CHESNUT Street. FRANCIS FUNK, Ticket Agent. No. 116 MARKET Street. SAMUEL H. WALLACE, Ticket Agent at the Depot.

The Pennsylvania Railroad Company will not assume any risk for Baggage, except for Wearing Apparel, and limit their responsibility to One Hundred Dollars in value. All Baggage exceeding that amount in value will be at the risk of the owner, unless taken by special contract.

A. J. CASSATT, 4 29 General Superintendent, Altoona, Pa.

NORTH PENNSYLVANIA RAILROAD—THE SHORT MIDDLE ROUTE TO THE LEHIGH AND WYOMING VALLEYS, NORTHERN PENNSYLVANIA, SOUTHERN AND INTERIOR NEW YORK, BUFFALO, CORRY, ROCHESTER, THE GREAT LAKES, AND THE DOMINION OF CANADA.

SUMMER ARRANGEMENT. Takes effect May 16, 1870.

Sixteen Daily Trains leave Passenger Depot, corner of Berks and American streets (Sundays excepted), as follows:—

7:00 A. M. (Accommodation) for Fort Washington.

At 7:35 A.M. (Express), for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, Williamsport, Mahanoy City, Hazleton, Pittston, Towanda, Waverley, and in connection with the ERIE RAILWAY for Buffalo, Niagara Falls, Rochester, Cleveland, Chicago, San Francisco, and all points in the Great West.

8:25 A. M. (Accommodation) for Doylestown.

9:45 A. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Williamsport, Wilkesbarre, Pittston, Scranton, Hackettstown, Schooley's Mountain, and N. J. Central and Morris and Essex Railroads.

11 A. M. (Accommodation) for Fort Washington

1:15, 3:30, and 5:20 P. M., for Abington.

1:45 P. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Mahanoy City, Wilkesbarre, Pittston, and Hazleton.

2:20 P. M. (Accommodation) for Doylestown.

At 3:20 P. M. (Bethlehem Accommodation) for Bethlehem, Easton, Allentown, Coplay, and Mauch Chunk.

4:15 P. M. (Mail) for Doylestown.

5:00 P. M. for Bethlehem, Easton, Allentown, and Mauch Chunk.

6:20 P. M. (Accommodation) for Lansdale.

8:00 and 11:30 P. M. (Accommodation) for Fort Washington.

The Fifth and Sixth streets, Second and Third streets, and Union Lines City Cars run to the Depot.

TRAINS ARRIVE IN PHILADELPHIA FROM Bethlehem at 8:55, and 10:35 A. M.; 2:15, 5:05, and 8:20 P. M.

Doylestown at 8:25 A. M., 4:40 and 7:05 P. M.

Lansdale at 7:30 A. M.

Fort Washington at 9:20 and 11:20 A. M., 3:10 and 9:40 P. M.

Abington at 2:35, 4:55, and 6:45 P. M.

ON SUNDAYS.

Philadelphia for Bethlehem at 9:30 A. M.

Philadelphia for Doylestown at 2:00 P. M.

Philadelphia for Fort Washington at 8:30 A. M. and 7:00 P. M.

Doylestown for Philadelphia at 6:30 A. M.

Bethlehem for Philadelphia at 4:00 P. M.

Fort Washington for Philadelphia at 9:20 A. M. and 8:10 P. M.

Tickets sold and baggage checked through to principal points at Mann's North Pennsylvania Baggage Express Office, No. 105 S. Fifth street. May 16, 1870. ELLIS CLARK, Agent.

PHILADELPHIA, GERMANTOWN AND NORRISTOWN RAILROAD. TIME TABLE.

On and after MONDAY, July 18, 1870.

FOR GERMANTOWN.

Leave Philadelphia 6, 7, 8, 9·05, 10, 11

THE NATHAN MURDER.

Continuation of the Coroner's Inquest—Testimony of the Policeman who First Entered the House.

The New York *Post* of last evening says:—

The inquest of Coroner Rollins in the Nathan murder was resumed this morning. The seats of the court-room were all filled with spectators, but there was no crowd in the aisles or at the door. Frederick and Washington Nathan were the only sons of the murdered man present. Both have olive complexions and curly hair. Frederick has thick black whiskers in addition to his moustache. Washington has a slight black moustache, but no whiskers. Mr. Emmanuel B. Hart accompanied the young men. Both of the latter looked entirely guiltless and perfectly easy.

TESTIMONY OF POLICE OFFICER MANGAM.

Officer John Mangam was the first witness examined:—He was about one hundred feet from No. 12 West Twenty-third street, the residence of Mr. Nathan; his attention was drawn by two men standing on the stoop in their night shirts; he gave a police alarm, and entered the house; one of the young men said his father had been murdered, and requested him to mount the stairs; he did so, and found the elder Mr. Nathan dead between the study and the front second-story room; he went through the top part of the house, searched it, returned to the body and found it warm. He sent for a doctor to the Fifth Avenue Hotel, and again placed his hand on the body, and found it cold; when the doctor came he said it had been dead three hours.

Witness searched the house again and sent for another officer. Officer Rowley arrived and searched the lower part of the house; he found one back door open, but all the rest closely closed; he sent Rowley back to the station, and went down stairs; Frederick Nathan pointed to the iron instrument called a "dog," which was lying at the murdered man's side; witness picked it up and found blood on it; Frederick had blood on his night shirt bosom and skirt, and likewise had blood on his stockings.

Witness took particular notice of the front door during his patrol, and found it closed between 1½ and 4½ A. M.; he heard no alarm whistle until Washington Nathan called the porter of the Fifth Avenue Hotel; he had tried the door at 5¼ A. M.; wire screens stood in the open windows of Mr. Nathan's bedroom; a light was burning in the front room during the night, which was visible from the street; on ascending the stairs he found the door of Mr. Nathan's room, leading into the hall, open, and also the door of the housekeeper's room, at the back; he saw a carriage standing at No. 103 West Twenty-second street, but no other in that street, during the morning; the house was of an objectionable character.

By Muansell B. Field, juryman—Saw the corpse of Mr. Nathan on the opposite side of the room, immediately on entering; the blood on the "dog" was dry; bloody footsteps were on the hall stairs; they were all descending footsteps; saw no blood upon the door or upon its handle, nor yet in the hall, except the footprints.

There was no blood on the bed, but some coppers were upon it; saw the pantaloons, shirt, and vest of Mr. Nathan; saw Frederick Nathan pick one of them up; the clothes were against the wall; the watch was gone from the vest; no blood was on the vest; Mr. Frederick Nathan opened a pocketbook and said there was a paper in it; did not look in the pocketbook; Frederick Nathan picked up the shirt; there were no studs in it, but sleeve buttons on the wristbands; there was a small patch of blood on one sleeve; there was blood on the walls of the room on each side of the door leading to the study; saw carpenter's tools in a chest in the house; they lay there in a disorderly way; saw the housekeeper; said nothing to her, nor she to him; did not try the back door nor examine the fastenings.

By the Coroner—There was blood on the front of Frederick Nathan's shirt, apparently daubed, and a spot on the front of the shirt; the housekeeper told witness that she had been awoke by the noise of Mr. Washington Nathan's loud calls; Washington Nathan said:—"Officer, officer, come in officer, come in."

On witness reaching the steps, he said:—"My father has been murdered;" did not notice whether Washington Nathan had or had not stockings on his feet; noticed stockings on the feet of Frederick Nathan; saw a tin box with an open lid in the study, with papers lying on the desk; also saw an overturned chair; there was a wooden drawer on Mr. Nathan's bed, containing three coppers; there was no blood on the box.

Immense Additional Rewards Offered.

The family offer a series of additional rewards for the detection of the murderer and the recovery of certain articles stolen at the time of the murder. These rewards are as follows:—

Ten thousand dollars reward for the arrest and conviction of the murderer of Mr. Nathan.

Two hundred and fifty dollars reward for the identification and recovery of the three diamond shirt-studs taken from the clothing of deceased by the murderer.

One thousand dollars reward for the gold anchor, stem-winder, hunting-case watch, nineteen lines, No. 5657, Edward Perregaux maker; also stolen by the murderer.

One hundred and twenty-five dollars reward for an old-fashioned open-faced gold watch—no description—stolen from the safe on the night of the murder.

Five hundred dollars reward for the identification of the steel "dog," or clamp, used as a weapon to commit the murder. The tool being used by ship-carpenters, pump-makers, boat-builders, and other hardwood workers.

Five hundred dollars reward for the man to come forward who was seen to ascend the steps of the Nathan residence, on the morning of the murder, and after picking up a piece of white paper walk away with the same.

It will thus be seen that there are several new clues announced for the purpose of affording the general public an opportunity to aid in the hue and cry after the murderer. The aggregate reward offered for the detection and conviction of the murderer is now the tempting sum of $40,000, and the remainder is divided up in smaller sums for the recovery of the watch and diamond studs taken from the clothing of the murdered man, and a watch, a gold medal, and a piece of paper picked up by an unknown man on the stoop, besides the identification of the murderous "dog." It is to be hoped that some of these lesser rewards will be speedily claimed by those fortunate enough to be in possession of information, as they will be of material use to the detectives in their search for the criminal.

Real Impeaches Governor Hoffman.

In a statement to the public, Real refers as follows to Governor Hoffman:—I have not been without hopes of a commutation of my sentence. It has seemed impossible to me that such evidence should not have had its effect upon the mind of the Governor. What man in my position could have thought otherwise? The Governor offers the Nathan murder, and Judge Barnard held up the Rogers murder as an excuse for my death.

But what had I to do with those murders? I did not murder either Mr. Nathan or Mr. Rogers. I should have had justice without any reference to those murders. Should I, an innocent man, be sent to the gallows because the police failed to discover the men who did those bloody deeds?

But these are mere excuses. I am sent to my grave for far different reasons. All my political friends in the Twenty-first ward were opposed to Mr. Hoffman's nomination for Governor. They gave all their support to the Hon. Henry C. Murphy of Brooklyn, who was a rival candidate. So long as my friends sustained Mr. Hoffman and the other Tammany nominees, so long I was undisturbed. My case was never called to trial until my friends supported Mr. Murphy as a candidate for Governor, months and months after I was arrested. These facts are not only known to Gov. Hoffman, but to nearly every politician in the city. The Tammany politicians took advantage of the excitement caused by the Rogers murder to punish my friends for their refusal to support Hoffman by bringing me to trial. Oakey Hall sat upon the bench with Judge Barnard, and the trial was rushed through without allowing me time to defend myself. Had my friends continued to uphold Tammany, I might now have been at liberty. Men are now at large through the influence of Tammany who have committed, unlike me, unprovoked murders.

CITY INTELLIGENCE.

A SINGULAR CASE.

Robbery and Arrest.

On Monday night the mill of Messrs. Crocker & McBride, manufacturers of shawls, situate on Shoemaker's lane, near the station of the Germantown Railroad Company, was entered and robbed of a lot of shawls to the value of $150. The Fourteenth district police were notified, but could find no traces of the thieves. But singular cases occasionally occur in police matters, and this was destined to be one of them. Early yesterday morning one of the Ninth district officers found lying on the pavement in Callowhill street, near Twenty-third, an inebrated chap named John Moore, and by his side a carpet-bag containing two new shawls. Moore was taken to the station house, and being unable to account for his possessing the goods was sent to prison.

Lieutenant Souder supposing that they had been stolen immediately detailed Special Officer McGrane to notify all known shawl manufacturers, which he did, a number of them visiting the station house but failing to identify the stolen property. The Lieutenant was beginning to think that the fellow was innocent of theft when yesterday afternoon he was called upon by Mr. William J. McBride, of the above-named firm, who desired to see the shawls. The goods were at once shown him and readily identified as part of the articles stolen on Monday night.

The prisoner Moore was then sent for, and Mr. McBride, on facing him, remembered to have seen him prowling around the mill on Monday afternoon. The evidence being so conclusive, Moore was taken before Alderman Pancoast, where the above facts were reiterated. Moore now resides in Hotel de Perkins.

INSANITY.

Attempted Wife Murder.

About 7 30 o'clock last night Officers Lex and Vanderslice, of the Delaware Harbor Police force, were startled by piercing cries of "Murder!" and searching around found that they came from the second story of the house No. 728 North Front street. Entering through the street door they ascended the stairs, and on reaching the room at the head thereof, saw the occupant, Edw. Stover, endeavoring to throw his wife out of the window. Approaching him, Stover let go his hold on the woman, and made a fierce onslaught on the officers.

They for a moment dealt easily with him, supposing that he was intoxicated, but from the foaming at the mouth and the wild glaring of his eyes they soon discovered that he was insane. Arranging their plan of attack, one approached him from the rear, whilst the other menaced him in front, and in this way he was cornered and captured.

He was at once removed to the Seventh District Station-House and thence to the insane department of the Almshouse. Had it not been for the speedy assistance rendered by the officers, Mrs. S. no doubt would have met her death at the hands of her maniac husband.

VIEWS OF THE SEAT OF WAR.—There have just been received at the Galleries, No. 1125 Chesnut street, a large number of magnificent photographic views of scenes in Belgium, Holland, and other parts of Germany. These views include streets and buildings in Berlin, Potsdam, Charlottenburg, Coblentz, Jena, Weimar, Ems, Erfurt, Weisbaden, Baden-Baden, Brussels, Amsterdam, Waterloo, Liege, Ypres, Rotterdam, Utrecht, and Heidelburg. In addition to the above there are one hundred views of the Rhine, which are of special importance and interest at this moment. Among these are included all the great fortifications which are now surrounded by the hostile armies of France and Prussia. These pictures were taken by some of the best French photographers during the present year, and they represent the various places as they now appear, so that they are really the best war views that are likely to be placed before the American public, until after the conclusion of hostilities, at least.

"A SWITZER."—John Buehler, a native of Switzerland, was employed a few days since by one Walter Verbeek, of Port Penn, Delaware, to help pick peaches for him. John worked well for a time, but ascertaining that on the place was a trunk belonging to one Nelson Linsen, containing some cash, he picked the lock thereof, and removing $250 in notes and a lot of jewelry, took the boat for this city. Word being conveyed to the officers here, they were on the lookout for him, and last evening Special Officer Burns found him drunk and asleep on a cellar-door at Front and Walnut streets. On him was found $46 of the money and two watches. John stated that he had paid $17 for one and $50 for the other. The remainder of the cash he said had been used in recovering some clothes from pawn and in carousing. John professed penitence and offered to refund all he had stolen. He will have a hearing to-day at the Central Station, and will be sent to Delaware for trial.

COMMISSIONER'S CASE.—This morning the case of John Kaimmett, steward of the ship Stadacona, charged with smuggling silks, was continued before United States Commissioner Hibler.

Benjamin Huckel, Acting Collector of the Port, testified to the manifest of the cargo of the ship Stadacona. There were no silks entered on the bill. The worth of the silks in United States currency was estimated at $69,122.

Charles Redheffer, Inspector of Customs, testified to discovering the silks on board the vessel in the bread locker; the first time he visited the vessel was on Tuesday, for the purpose of measuring her berths; the second time, on Wednesday, the goods were discovered.

At the conclusion of the hearing the defendant was held in $5000 bail to appear at court.

DRY GOODS.—Mary Black being fond of dress and having not the wherewithal to pay there for, yesterday determined to obtain at least one dress pattern on the sly. Accordingly she started on a trip along South street, and visiting Simpson's dry goods store, No. 537, succeeded in "lifting" the article she fancied. The goods being missed, an officer was called in and sent in search of Mary. The officer traced her to Sixth and Bainbridge streets, and there arrested her. Alderman Collins sent Mary to Moyamensing, to study the fashions there.

SALT ASHORE.—This morning no less than five large vessels were discharging immense cargoes of salt at Race street wharf, consigned to the extensive and well-known house of William Bumm & Son, more largely engaged in this branch of trade than any other firm. The vessels were the ships Stadacona and Coromandel, bark Tropic Bird, and brigs Roanoke and Hermes. The salt is from Buenos Ayres, and the unloading of such a large quantity gives employment to a great number of men.

ACCIDENT TO A PAINTER.—About 11 o'clock this morning Francis Fink, whilst engaged in painting the Northern Liberty Hose House, fell from the third story and sustained serious injury. He was taken to the Pennsylvania Hospital.

BAD FOR MARY.—Mary McGlaughlin was this morning sent to prison for the theft of two gold rings and five dollars in cash from Mrs. Ryan, residing at No. 8 Ledger Place, with whom she had been boarding. The stolen property was found in Mary's possession.

RECKLESS JEHUS.—George Raner, Hartley Shoresmith, and Henry Ogle, all residents of Manayunk, have been held by Alderman Thomas in $500 bail for recklessly driving through the streets of Germantown.

FROM TURNER & Co. we have receved *Every Saturday*, *Appleton's Journal*, and *Our Boys and Girls*.

From the Central News Company, No. 505 Chesnut street, the latest numbers of *Punch* and *Fun* have been received.

RESIGNED.—Messrs. Reed and Barnes, clerks appointed by the late General Leech, this morning tendered their resignations to the new Register of Wills, J. Alexander Simpson, to take effect at once.

SUDDEN DEATH.—William Smith, aged thirty-seven years, residing No. 2711 Federal street, was found dead in his bed this morning.

GOOD.—The Fifth District Police last night arrested five boys who were found running to the fire at Twentieth and South streets.

APPOINTED.—Register Simpson to-day appointed Thomas B. Reeves to a clerkship, vice Barnes, resigned.

LEGAL INTELLIGENCE.

A Queer Forgery Case.

Court of Quarter Sessions—Judge Paxson.

This morning a young man answering to the name of Charles Baum was put upon trial on a charge of attempting to forge and utter the check of George H. Vandyke & Co., liquor merchants, in Market street, above Sixth, upon the National Bank of the Republic. From the evidence it appears that on the 25th of May the prisoner took a room at the St. Charles Hotel, in Third street, registering himself as James A. Lewis, of Boston. A few days afterwards he went to Mr. Vandyke and purchased a bill of liquors amounting to $12 50, which he directed to be sent to No. 518 Callowhill street, where he said his brother, Adam Baum, Jr., kept a liquor store. He gave a fifty dollar note in payment, requesting change to be made by $17 50 cash and $20 by check, which was done and then he went away. The liquor was sent to the place designated by him, but no such person as Adam Baum, Jr., could be found there; in fact, the number was a tin shop.

In a short time he returned to the store and said he had been unfortunate with his check, that he had accidentally used it in order to light a cigar, mistaking it for a piece of waste paper. He produced the remnant of the check, which certainly had the appearance of having been burned, but at the same time emitted strongly the smell of oxalic acid. Mr. Vandyke suspected something wrong, and accordingly sent for Detective Gordon, who came around and took Baum into custody. He told the detective that he was stopping at the Western Hotel, but a letter found on him contradicted the assertion. A number of checks, some filled and others blank, were found on him. In his room at the hotel a lamp, a small tin cup burned black and smelling of acid, and a piece of paper labelled "oxalic acid," were found, which led to the theory that he had attempted to obliterate the figures on the check by holding it over the acid while burning, and held the check too near the flame. The fact that he had endeavored to have the check certified as good at the National Bank of the Republic before it was at all defaced, seemed to corroborate this view. The case is still on trial.

LATEST SHIPPING INTELLIGENCE.

For additional Marine News see Inside Pages.

PORT OF PHILADELPHIA.....AUGUST 5

STATE OF THERMOMETER AT THE EVENING TELEGRAPH OFFICE.

7 A. M.....73 | 11 A. M.....85 | 2 P. M.....89

CLEARED THIS MORNING.

Steamship David Reeves, Temple, Norfolk, Chas. Haslam & Co.
Str Tacony, Nichols, New York, W. M. Baird & Co.
Steamer A. C. Stimers, Lenny, New York, W. P. Clyde & Co.
Schr T. B. Cotton, Case, Fall River, Sinnickson & Co.
Schr Jos. Porter, Burroughs, New London, do.
Schr Gen. Torbert, Sheppard, Provincetown, do.
Schr Reading RR. No. 47, Reed, Newport, do.
Schr Mary Emma, Forsyth, Nantucket, do.
Schr T. H. Jackson, Wallace, Mystic River, do.
Schr G. S. Repplier, Blizzard, New York, do.
Schr David Siner, Huntley, Hudson, do.
Schr R. W. Huddell, Maloy, Norwich, do.
Tug Thomas Jefferson, Allen, Baltimore, with a tow of barges, W. P. Clyde & Co.
Tug Fairy Queen, Wilson, Havre-de-Grace, with a tow of barges to W. P. Clyde & Co.

ARRIVED THIS MORNING.

Steamer E. C. Biddle, McCue, from Richmond and Norfolk, with mdse. to W. P. Clyde & Co.
Steamer Mayflower, Fultz, 24 hours from New York, with mdse. to W. P. Clyde & Co.
Steamer R. Willing, Cundiff, 13 hours from Baltimore, with mdse. and passengers to A. Groves, Jr.
Bark Sancho Panza, Wiley, 10 days from Sagua, with sugar to Geo. C. Carson & Co.
Br. bark Polly, Rodd, 49 days from Briton Ferry, Wales, with railroad iron to Naylor & Co.—vessel to B. Crawley & Co.
Brig William Welsh, Snow, 7 days from Matanzas, with sugar to John Mason & Co.
Schr Cora Etta, Jones, 9 days from Sagua, with sugar and molasses to Geo C. Carson & Co.
Schr Sebastopol, Blinsfield, from Nanticoke River, with lumber to Maul & Bro.
Schr George Taulane, Adams, from Hallowell, with ice to Knickerbocker Ice Co.
Schr Jonathan May, Neill, 8 days from Bath, with ice to Knickerbocker Ice Co.
Schr Rachael S Miller, Armstrong, from Providence.
Schr Sophia, Keller, from Norfolk, with lumber.
Schr Alexander, Boker, from Norwalk.
Schr James Alderdice, Willetts, from Saulberg.
Schr James H. Gallagher, Boyle, from Hartford.
Schr Adeline Townsend, Risley, from New York.
Tug Hudson, Nicholson, from Baltimore, with a tow of barges to W. P. Clyde & Co.
Tug G. B. Hutchins, Davis, from Havre-de-Grace, with a tow of barges to W. P. Clyde & Co.

Special Despatch to The Evening Telegraph.

HAVRE-DE-GRACE, Aug. 5.—The following boats left this morning in tow:—
Harriet Wilton and Atlantic, with lumber to Taylor & Betts.
R. F. Hartman, with lumber to Trump & Son.
Baltimore Co. No. 82, with lumber to Patterson & Lippincott.
Charles Hebard and Louisa, with lumber for New York.
Pennsylvania Co. No. 12, with coal, for Del. City.
John Cullin, with coal, for Wilmington.

MEMORANDA.

Ship Wallace, Jordan, hence, arrived at Antwerp 1st inst.
Br. steamer Parana, Wilkinson, for London, and steamer Moro Castle, Adams, for Havana, cleared at New York yesterday.
Steamer City of Merida, from Mexico, was at Havana 2d inst., to sail for New York the 6th.
Steamer Iowa, Ovenstone, from New York, was at Bristol, Eng., 4th inst.
Bark Roamer, Foss, for Philadelphia, cleared at St. John, N. B., 3d inst.
Brig Harold (of Philadelphia), from Portland for Matanzas, was spoken 26th ult., lat. 32, long. 88.
Brig Proteus, hence for Havana, was spoken 2d inst., off Cape May.
Schrs R. K. Vaughan, Risley, and F. B. Shaw, Shaw, for Philadelphia, at Boston 3d inst.
Schrs G. R. Murney, Murney, hence for New Haven, and Reading RR. No. 77, Austin, do. for Norwich, passed Hell Gate yesterday.

WEDDING AND ENGAGEMENT RINGS of solid 18-karat fine gold. QUALITY WARRANTED. A full assortment of sizes always on hand.
FARR & BROTHER, Makers,
3 25 wfm3 No. 324 CHESNUT Street, below Fourth.

OFFICE OF CHIEF QUARTERMASTER, THIRD DIST., DEPARTMENT OF THE EAST.
PHILADELPHIA, Pa., Aug 5, 1870.

SEALED PROPOSALS in triplicate will be received at this office up to 12 M., on TUESDAY, the sixth day of September, 1870, for setting "Osage Orange" plants around the following-named National Cemeteries, in the State of Virginia (for the purpose of enclosing the same with secure hedging), viz.:—

Richmond National Cemetery			Richmond, Va.
Fredericksburg	"	"	Fredericksburg, Va.
Culpepper	"	"	Culpepper, Va.
Winchester	"	"	Winchester, Va.
Staunton	"	"	Staunton, Va.
Danville	"	"	Danville, Va.
Poplar Grove	"	"	Petersburg, Va.
City Point	"	"	City Point, Va.
Seven Pines	"	"	Seven Pines, Va.
Cold Harbor	"	"	Cold Harbor, Va.
Glendale	"	"	Glendale, Va.
Fort Harrison	"	"	Fort Harrison, Va.
Hampton	"	"	Hampton, Va.
Yorktown	"	"	Yorktown, Va.

Each proposal must be accompanied by a sufficient guarantee that in the event of the acceptance of the proposal the bidder or bidders will enter into a contract for the planting of the hedging.

The Quartermaster's Department reserves the right to reject any and all bids.

Any additional information desired by parties wishing to bid will be furnished upon application to this office.

Bidders are required to bind themselves that if the plants do not thrive they will renew them for a period of *two* years, as they may happen to fail during that time.

HENRY C. HODGES,
Major and Quartermaster U. S. A., Chief Quartermaster Third Quartermaster's District, Department of the East.
8 5 6t

THIRD EDITION

THE LATEST WAR NEWS.

Looking Towards Saarlouis.

A French Reconnoissance

The Bloody Mitrailleuse.

AFFAIRS AT THE CAPITAL.

The Campaign Assessment.

Political Excitement in Richmond.

Important Australian Advices.

FROM EUROPE.

A French Reconnoissance.

PARIS, Aug. 5.—The French General Burgine made a reconnoitre on the 3d between Saarbrucken and Saarlouis to observe the movements of the Prussians. They were not found in any force in that neighborhood.

The Fight at Saarbruck

on Saturday lasted six hours, and on both sides six hundred men were placed *hors de combat*.

The Mitrailleuse.

Judging from French accounts, the mitrailleuse has already decided the war.

The Reported Naval Battle.

The story which recently originated in France about a naval engagement off Cuxhaven, in which a Prussian war vessel was sunk, is false. There has been no collision at sea between France and Prussia thus far.

French and Prussian Arms.

The French say that the needle-gun recoils so badly that marksmen are soon compelled to fire from the shoulder. The French also say the Prussian cavalry carry old horse-pistols, while the French have carbines of long range and admitting of aim.

Poles in the Prussian Army.

The 5th Corps of the Prussians is mainly composed of Poles.

Change in the Prussian Programme.

LONDON, Aug. 5.—The *Times* of this morning says the plan of the Prussian Commander-in-Chief, General Moltke, has been recently changed from a defensive to an offensive one. An advance into France is threatened. It is possible that Prince Frederick Charles will push forward and attack Nancy.

This Afternoon's Quotations.

LONDON, Aug. 5—2 P. M.—Consols 89¾ for money and 89¾ for account. American securities firmer. U. S. 5-20s, of 1862, 83½; of 1865, old, 83; of 1867, 82½. Erie Railway, 15.

LIVERPOOL, Aug. 5—2 P. M.—Cotton—middling uplands, 7¼d.; middling Orleans, 8¼d. Stock afloat 493,000 bales, of which 50,000 are American. California wheat, 11s. 3d.@11s. 4d.; red Western, 9s. 8d.; red winter, 10s. 7d.@10s. 8d. Receipts of wheat for three days 6000 quarters, of which 2500 are American. Corn, 28s. 3d. Provisions quiet. Bacon, 66s. for short ribbed middles.

FROM WASHINGTON.

WASHINGTON, Aug. 5.

Despatch to the Associated Press.

The President

returned to Washington this morning, accompanied by General Porter. At noon there was a

Cabinet Meeting,

attended by Secretaries Cox, Belknap, and Robeson, Postmaster-General Creswell, Attorney-General Akerman, Assistant Secretary of State Davis, and Assistant Treasurer Richardson. During his sojourn here the President is domiciled with Secretury Robeson. He will leave here to-night for Long Branch, and on Monday proceed to St. Louis.

General Sickles.

The leave of absence, with permission to go beyond the sea, granted Major-General Sickles, U. S. A., retired, in Special Orders 138, June 9, 1869, from the Adjutant-General's Office, War Department, is extended one year.

Honorably Discharged.

At their own request Captains Edwards Parry and Frederick Phisterer, and First Lieutenant James W. Dixan have, under the provisions of the act of Congress approved July 15, 1870, been honorably discharged the service of the United States, with one year's pay.

Assigned to Duty.

Major Hale, paymaster, has been assigned to the Department of Texas.

The Dominican Republic.

Despatch to the Associated Press.

WASHINGTON, Aug. 5.—Secretary Robeson has received a letter from Commander J. F. Green, commanding the flagship Congress, dated St. Domingo City, July 21, in which he says:—"No change has taken place in the political condition of the Dominican republic since forwarding my last communication on the subject. In an interview with President Baez to-day he said the republic was in a peaceful condition, and that he did not anticipate any interruption to the present state of affairs so long as our Government should manifest a desire for the annexation of the republic to the United States. I learn from other sources that the rejection of the treaty by the United States Senate has caused considerable disappointment to the people of St. Domingo city and its vicinity, and that some persons, including both those who favor the treaty and those hostile to annexation, are disposed to attribute it to mismanagement and bad faith on the part of the Dominican Government in the negotiation of the treaty. I am inclined to the opinion that a withdrawal of the protection of the United States, and of the prospect of annexation at some future time, would lead to revolution by Cabral."

Assessment for Campaign Purposes.

Special Despatch to the Evening Telegraph.

WASHINGTON, Aug. 5.—General indignation is expressed by department clerks to-day at the unexpected denial of the report by the Republican Congressional Committee that one per cent. on clerk's salaries for political purposes had been reduced. The Secretary of the Interior has written a letter denouncing this arbitrary assessment, and many clerks will positively refuse to pay it.

The Case of R. R. Butler.

Instructions have been sent to the pension agent in Tennessee to make a careful investigation of all the pension cases settled by the Hon. Roderick R. Butler, as it is believed he is guilty of irregularities other than those reported.

Exports and Imports.

The report of the Bureau of Statistics just out shows that the imports during the eleven months ending May 31, 1870, exceeds the exports by only $8,225,000, against an excess of $85,055,000 during the same period ending May 31, 1869.

Experiments in Ordnance.

An important series of experiments are in progress at Fortress Monroe to test the strength of 15-inch guns.

Politics in Richmond.

A serious split in the Republican party in the Richmond district, Virginia, is reported, consequent on the nomination of Charles H. Porter for Congress. The *State Journal* refuses to support him, and another paper will be started. It is expected that the opposition will put another candidate in the field.

Bounties and Arrears of Pay.

The claims for bounties, arrears of pay, etc., will not be affected by the recent decision of the Attorney-General covering in balances of appropriations, as such claims are paid out of what are known as indefinite appropriations, which are not affected by the law. Pensions will not be affected by the decision, as an annual appropriation is made to cover all possible claims on this account.

FROM THE PACIFIC.

Australian Advices—The Adelaide Government

SAN FRANCISCO, Aug. 4.—Advices from Sydney, New South Wales, to the 30th of June have been received. The steamship City of Melbourne had 48 passengers engaged for London. It was not likely that Webb's line of steamers would obtain a subsidy from Australia. Prince Alfred was expected in Sydney on the 1st of August.

Great preparations were making for an intercolonial exhibition.

A nugget of gold weighing 93 pounds had been found in Victoria.

The governments of four of the colonies were holding a conference in Melbourne and had agreed to accept a protectorate unless England objects.

H. H. Gordon and H. Wallstob, prominent journalists, have committed suicide.

A noted bushranger highwayman, named Powers, had been captured.

The Adelaide Government had called for proposals for the construction of twelve hundred miles of telegraph lines overland to meet the cable which is to connect Sydney with England.

Parliament will meet on the 11th of August. The new Adelaide Ministry has been formed with Mr. Milne as Premier.

The English troops would be withdrawn from Australia in August.

Mr. Spier, a colliery proprietor, has failed. His debts amount to £30,000.

Great floods have occurred in the northern part of Queensland, involving the loss of much live stock. The cotton crop promises to yield largely.

Sir Valentine Fleming has resigned the Chief Justiceship of Tasmania.

Shipping.—Arrived at Sidney, bark Openrade, from New York. Arrived at Melbourne, bark Marian, and brig Protege, from Boston, and bark Victor, from New York. Arrived at Adelaide, bark Chattanoogo, from New York.

Exchange on London, 1s. premium. Kerosene, 66c. Lobsters, $2 25 per dozen; oysters, $2 per dozen.

N. Y. MONEY MARKET YESTERDAY.

From the N. Y. Herald.

"The directors of the Bank of England, at their usual weekly meeting this afternoon, further advanced the rate of discount, which is now six per cent. This action of a body of men who are credited with ever faithfully discerning the financial prospect, although generally anticipated in this country, has a significance and importance which point directly to the dread that England is about to be involved in the war of empires which seems to hang over the destiny of all Europe. A few weeks since the rate of discount was only three per cent. It was at first advanced but a half per cent., as much through an ignorance of the magnitude of the war then threatened as through a desire to prevent a financial panic and to bring the money rate gradually to a figure which should protect the interests of the Bank of England in the monetary movements to ensue upon a state of hostilities. The latest advance—the doubling of the original rate—and the prospect of a higher rate next week, which would not in the least surprise Wall street, are a tightening of the purse strings which denote an apprehension that the great 'shopkeeper of nations' may be drawn into the war. To us in this country it is significant that in London to-day, despite this change in the discount rate, our Five-twenties were firm and a shade higher while English consols were weak and lower. What is the inference? That the time has already passed when the first symptoms of war and the rush to sell depressed our securities below their intrinsic value, and that the reaction has set in which is to assign them their real place above every European national security dealt in at the London Stock Exchange. The speculative holders have lost their bonds and the capitalists and private investors now hold them. Had this intelligence reached us at any other season than the present, when Wall street is at the seaside and watering places, the dulness and inactivity of the hour would give place to buoyancy, activity, and excitement.

"The money market showed a further relaxation, and the transactions on call at rates above five per cent. were purely exceptional. The prevailing rates on all classes of collaterals were four and five per cent., the larger government dealers having balances left with them at three per cent.

"Foreign exchange was lower, although nominally quoted 109¼@109¾ for sixty days sterling and 110⅛@110⅜ for sight bills. The present demands of the market seem to be fully supplied by the bills drawn against the recent loan of the Baring Brothers.

"The Government market was strong, but shared the general dulness of the day. Prices advanced on light transactions, and the undertone of the market was decidedly firm. The steadiness of our securities in the English market, the light offerings to-day at the Treasury purchase, and the steadiness of gold, combined to occasion an advance of a quarter to three-eighths per cent. in the more active issues. It should not be forgotten, however, that the foreign bankers, who were heavy purchasers at the recent low quotations, bought simply for a brief speculative turn and not for investment. Hence, if the present prices should bring out sales of the bonds so held it will not be at all surprising. Indeed, the street may be prepared to see these reactions; but if the telegrams concerning the London market state the truth it is extremely doubtful whether speculative sales at these prices will prove at all profitable. The government offer to purchase elicited proposals for the sale of only $1,793,200 bonds.

"The gold market opened on the street at 122, but declined to 121¾ on the firm prices for our bonds in London. As soon as the advance in the rate of discount was made known the price recovered to 122, but again went off to 121¾ when it was found that the higher rate for money in London had not depressed American securities. Furthermore, although the specie shipment to-day was over a million and a half dollars, it is doubtful whether the shipments for the immediate future will be in proportion to the amounts sent since the inauguration of hostilities in Europe. The condition of the foreign exchanges is against any other presumption."

FOURTH EDITION

THE MEMPHIS JUDICIAL ELECTION

Increase of Pay in the Navy.

Orangemen's Celebration Postponed

Etc., Etc., Etc., Etc., Etc.

FROM THE SOUTH.

Memphis Judicial Election.

MEMPHIS, Aug. 5.—The judicial election yesday resulted in the defeat of the Republicans by 2000 majority. Colonel Eaton, United States Marshal, arrested the officers of election of the Sixth ward for a violation of the law enforcing the fourteenth and fifteenth amendments. They will be examined before United States Commissioner Smith on Monday. Great dissatisfaction exists among Republicans from the fact that a large proportion of the Republican tickets were thrown out.

The United States officials are taking the depositions of a large number of colored voters in regard to frauds and intimidations.

General Smith, member of Congress, and Judge Smith were fined five dollars each in the Police Court this morning.

FROM WASHINGTON.

Increase of Naval Pay.

Despatch to the Associated Press.

WASHINGTON, Aug. 5.—The wages of all the enlisted men in the navy have been increased, by order of President Grant, to the amount of one dollar and fifty cents per month. By direction of the Navy Department this increase of pay has been extended to masters-at-arms, apothecaries, and other appointed petty officers.

FROM NEW YORK.

Irish Excitement in New York City.

NEW YORK, Aug. 5.—There are no signs yet of the Orange parade, and it is believed it will not take place. An immense crowd of excited members of the Ancient Order of Hibernians has gathered around the hall of the Order in Prince street. Large bodies of men are arriving from Brooklyn and Jersey City. The police are prepared for any emergency.

A Postponement.

NEW YORK, Aug. 5.—It is said the Orange celebration has been postponed till next year.

New York Produce Market.

NEW YORK, Aug. 5.—Cotton dull and unchanged; 900 bales sold. Flour is without decided change; 8000 barrels sold. Wheat dull and declining. Corn is lower; 28,000 bushels sold; new mixed Western, 95@96c. Oats dull and heavy; 16,000 bushels sold; State, 65@66c.; Western, 66c. Beef quiet. Pork unchanged. Lard dull; steam-rendered, 16@16c.; kettle, 17¼@17½c. Whisky dull at $1 02.

FROM THE WEST.

Death of a Cincinnati Lawyer.

CINCINNATI, Aug. 5.—Nicholas Heading died this morning from injuries received three weeks ago by being thrown from a carriage. He served one term as judge of the Court of Common Pleas, and after retirement from the bench went into a lucrative practice as one of the leading members of the city bar. He will be buried at Lexington, Ky., his native place.

Baltimore Produce Market.

BALTIMORE, Aug. 5.—Cotton dull and nominally 19c. Flour quiet and steady; Howard Street superfine, $6@6 50; do. extra, $7@8; do. family, $8@9 50; City Mills superfine, $6 25@7 25; do. extra, $7 25@8 25; do. family, $8@10 50; Western superfine, $6@6 50; do. extra, $7@7 50; do. family, $7 50@8. Wheat steady; prime Maryland, $1 70@1 85; good to prime at $1 50@1 65; white, $1 55@1 90; Western $1 50@1 85. Corn—white, $1 15@1 20; yellow firm at $1 10. Oats, firm. Rye, 95c. Mess Pork firm at $31@31 50. Bacon firm; rib sides, 18c.; clear do. 18½c.; shoulders, 15¼@16c. Hams, 26@26½c. Lard quiet at 17½@18c. Whisky, better feeling at $1 02@1 03; stock scarce.

THE COAL TRADE.—The following is the amount of Coal transported on the Philadelphia and Reading Railroad during the week ending Thursday, August 4, 1870:—

	Tons. Cwt.
From St. Clair	24,681 0
From Port Carbon	4,414 1
From Pottsville	2,420 1
From Schuylkill Haven	24,060 1
From Pine Grove	2,961 0
From Port Clinton	7,625 0
From Harrisburg and Dauphin	7,259 0
From Allentown and Auburtis	2,716 1
Anthracite Coal for week	75,139 1
Bituminous Coal from Harrisburg and Dauphin for week	10,495 1
Total for week paying freight	85,633 1
Coal for Company's use	2,790 0
Total all kinds for week	88,426 0
Previously this year	1,708,729 1
Total	1,797,155 1
To Thursday, Aug. 5, 1869	2,308,230 0

PHILADELPHIA STOCK EXCHANGE SALES.
Reported by De Haven & Bro., No. 40 S. Third street.

BETWEEN BOARDS.

$900 City 6s, New	101¾	20 sh Reading R	47⅛
$3000 Pa 6s, 1st sc		5 do	47⅜
Monday	104¾	300 do	47⅜
$1000 C & A m 6s, 89	95	100 do	47⅜
5 sh Acad Mus	99	1100 do	47⅜
5 do	98½	100 do	47⅜
1 sh Far & M Bk	121	100 do	47⅜
10 sh Penna R	58	100 do	47⅜
17 sh Minehill R		100 do	47⅜
Monday	50½	400 do	47⅜
100 sh Conplanter	1¾	100 do	47⅜
10 sh Leh V R	57⅜	100 do	47
100 sh Read R	47 69	4 sh C & A R	114
100 do	47 69		

SECOND BOARD.

$3000 Pa R 1 mt 6s	102	$1300 Leh 6s, 84	83
$4000 W Jersey R 7s	97¼	4 sh C & A R	114
$1000 Sun & E 7s	102	5 sh Read R	48